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INTRO



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So, what do you think? It's been a long time coming but the Civic Type R is finally here. Early feedback suggests some are a little disappointed with Honda's styling for this one, with the lack of a light-infused 'devil horns' rear spoiler being the main talking point. The rear end of the concept vehicle was a massive hit and it is somewhat of a shame the feature didn't make it to production. For me, though, that's where the negatives end. I couldn't be more excited about the new Type R and what it represents. I mean, come on, a 306bhp turbocharged production Civic that can lap the Nürburgring in 7:50mins! What's not to love? Think of the tuning potential. Think of what remaps, downpipes, intercoolers and bigger turbos are going to do to this hatch. By the end of this year we're bound to see usable 500bhp versions on the scene, a prospect Honda owners haven't been able to affordably enjoy up to now.

I recently had the privilege of interviewing Type R chief engineer, Hisayuki Yagi. He's been involved in Type R projects since 2001. Wow, what an interesting, inspirational and genuinely nice man. I could have talked to him for hours about cars and tuning – through his Japanese translator, of course. That said, I'm pretty sure he understood every word I said but just wasn't letting on. Look out for the interview next month but I just wanted to say now that I already know the new Type R is going to be amazing in terms of driving dynamics. How can I say that? Because Hisayuki Yagi gets it and he's the one that has made every important decision throughout the development of this car. He even told us the reason he decided to make the new car turbocharged was because he drove some tuner cars, saw the potential and wanted to build a production version! How crazy cool is that? So you can look forward to the full interview in the next issue but for now get over to p14 to read all about the new Civic Type R. It's going to be a cracker.

Which just about leaves me time to tell you a little about our GC8 Impreza cover car. The Type RA was built by MD Performance, a specialist that works very closely with Roger Clark Motorsport. Headman Dean built the car in memory of his late father, who was a professional rally driver. As such, only the finest parts and tuning methods have been applied and the outcome is stunning. Head over to p70 and take a closer look.

Andy Basoo, Editor



Read our full breakdown of Honda's new Civic Type R over on p14...

BANZAI



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ISSUE 162 APRIL 2015

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CAR OF THE YEAR 2014 THE RESULTS

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YUTAKA KATAYAMA: 1909-2015

Nissan legend Yutaka Katayama, affectionately known amongst the car industry as 'Mr K', sadly passed away in February, aged 105. Katayama-san developed a name for himself after playing a key role in bringing a sportier car line-up to the Datsun/Nissan range. Known by many as the 'father of the Z', it's reported that cars such as Datsun's 240Z and 510 would fail to exist without him. Running Nissan's US operations during the 1970s, Katayama-san was not only responsible for giving the aforementioned car models the green light, but also for encouraging them to be imported over to the States; a move which has firmly cemented the Z-car range as one of the most iconic set of classic cars ever made. Mr K is survived by his wife, four children, 11 grandchildren and 18 great-grandchildren.

APP OF THE MONTH

3D TUNING

Great news car fans: next time you're on a long bus or train journey, there is now an alternative to catapulting cartoon birds at cartoon pigs in the form of the new 3D Tuning app. Using photorealistic imagery of hundreds of cars, both old and new, the app allows you to modify your selected ride using genuine branded aftermarket products. Needless to say, there are also tonnes of Japanese models for you to sink your teeth in to! The app is currently completely free of charge, and often receives updates with exciting new cars and parts. Your first challenge is to see if you can do better than our feeble attempt to modify this Nissan S13…

PRICE: Free
CONTACT: Search '3D Tuning' in your app store



GREAT HERITAGE

Father and son petrolheads Jeff and Casey Maciejwski decided to do something with their deep love of all things racing and cars. The result is Heritage Racing Apparel; a fantastic brand which designs and sells T-shirts, stickers and other items depicting classic races and cars in a unique retro style. Look closely and you'll notice some cool JDM-themed accessories amongst its large range, so get involved!

PRICE: From £13.29
CONTACT: www.etsy.com/uk/shop/heritageracing



DON'T GET IN A FLAP

It's always nice to see Evo owners embracing the rally roots of their cars, and Tarmac Sportz has just released another part that's sure to help in the form of Rally Armor mud flaps for the Evo X.

Although mud flaps certainly aren't a new concept, Tarmac Sportz claims that these items are of a better quality, style and fit than their competitors. The easy-to-fit kit comes in a range of colours, including the rally-favourite red and white combo. These look like an affordable way of transforming the look of your Evo whilst protecting your precious paintwork should you decide to veer off the beaten track once in awhile!

PRICE: £129
CONTACT: www.tarmacsportz.com





EIBACH TAKES ON NEW WRX STI

It may have only been released late last year in the UK, with most orders not being delivered until even more recently, but this hasn't stopped Eibach from developing some hot new suspension upgrades for the 2014/'15 Subaru WRX STI.

First off, the 'Pro-kit' performance lowering springs offer a 20mm drop and promise to reduce body roll, thus giving more confidence behind the wheel. Made using the same hi-tensile steel as the springs Eibach make for Formula 1 cars, these puppies are even computer-matched to the factory dampers to ensure optimum ride quality.

Next up, the anti-roll bar kit comprises a 25mm front bar and 22mm two-way rear bar, both employing Eibach's hollow technology which promises a minimum of a 40% weight reduction over any competitor's solid bar.

Needless to say, both top quality kits also come with Eibach's fantastic warranty.

PRICE: £283.20 (Pro-kit springs); £361.97 (anti-roll bar kit)
CONTACT: www.eibach.com

CHARMING GARMS

So spring is officially here, with summer only just around the corner (apparently…), so what better way to celebrate than giving your wardrobe a refresh?

Demon Tweeks is now supplying some quality clothing which will make you feel equally at home at the beer garden of your local watering hole as it will when you're lying under your car in the garage.

Here we have the solid DC Shoes T-shirt, constructed in heavyweight cotton and trimmed to a standard fit. Sure to be a popular addition to anyone's shirt collection…

PRICE: £22
CONTACT: www.demon-tweeks.co.uk



FEELING BLUE? TRY THIS…

We've seen a lot of strange things come out of Japan before. But if green tea-flavoured KitKats and strawberry flavoured crisps don't quite do it for you, you may be in luck with the country's latest bizarre offering – this bright blue Abashiri beer!

Coloured using a blend of blue seaweed, locally grown flowers and melted iceberg water from the northern coastline the beer is lovingly named after, the tipple thankfully retains a refreshing hoppy, beery taste, whilst allowing you to have the most eye-catching drink in your hand at any party.

Just don't mix your love of JDM beer and JDM cars…

PRICE: From £4.99
CONTACT: www.firebox.com





RACE-BREAD

If you've ever visited Germany's legendary 'Green Hell' circuit, chances are you've caught the highly contagious bug which keeps drivers returning time and time again.

To help you learn the endless amounts of corners of the 13-mile Nordschleife circuit, the guys behind the Nürburgring have come up with an ingenious idea: a toaster which cooks the outline of the track into every slice! Is this the best thing since sliced bread? We'll let you decide!

PRICE: £21.93
CONTACT: www.neurburgring-shop.de





START STOPPING

If you're a lucky Nissan 370Z owner and have had a chance to check out Team JapSpeed's insane drift-spec Z which will be used by Shane Lynch this year, you may now be inspired to carry out some mods to your own car, and what better place to start than making the brakes a little snappier? Tarox has recently released a handful of new brake options for the coupé, including these two variations of front and rear disc upgrade kits.

Choose between the spiral-grooved 'F2000' discs or the JDM-inspired 'Sport Japan' units which are amongst the only ones of their kind to feature fully drilled and counter-sunk holes for super-efficient heat dispersion. When combined with some of the company's high-performance pads, you're probably on to something special.

Applications from fast road to full-blown track use are available throughout the new range.

PRICE: From £318 for front disc set
CONTACT: www.en.tarox.com

NEW WHEELS

LINEA CORSE LC888

SIZES: 19" diameter in various widths
FINISH: Various
CONTACT: www.rarerims.co.uk
NOTES: Part of a brand new line of several styles, fresh from RareRims
PRICE: From £200 per wheel

BC FORGED BL06

SIZES: 19-21" in various widths
FINISH: Brushed silver
CONTACT: www.bcforgedwheels.co.uk
NOTES: New line of super-light forged wheels from the guys who brought you BC Racing coilovers. Custom made to order
PRICE: From £4025.80 per set

WOLFRACE MUNICH

SIZES: 18-20" in various widths
FINISH: Gloss black
CONTACT: www.wolfrace.com
NOTES: New glossy seven-spoke rim from Wolfrace. Available in various colours
PRICE: From £112.95 per wheel





UP, UP AND AWAY!

Take one of these little beauties along to one of this year's shows and you're sure to end up with one of the coolest videos from the whole event. Because this four-rotor WiFi-enabled X-Spy 'Quadcopter' drone can fly over 50m from the user to collect some fantastic footage with its in-built camera.

The most impressive part is the 'copter's ability to stream live footage from its camera on to your smartphone, which can also be used to control the movement of the craft. How cool is that?!

The kit also comes with a proper remote controller and all the accessories you'll need to start making some serious videos. An ideal affordable introduction into getting another perspective of the places you visit. Just don't crash it, whatever you do…

PRICE: £84.15
CONTACT: www.amazon.co.uk or www.revell.de/en

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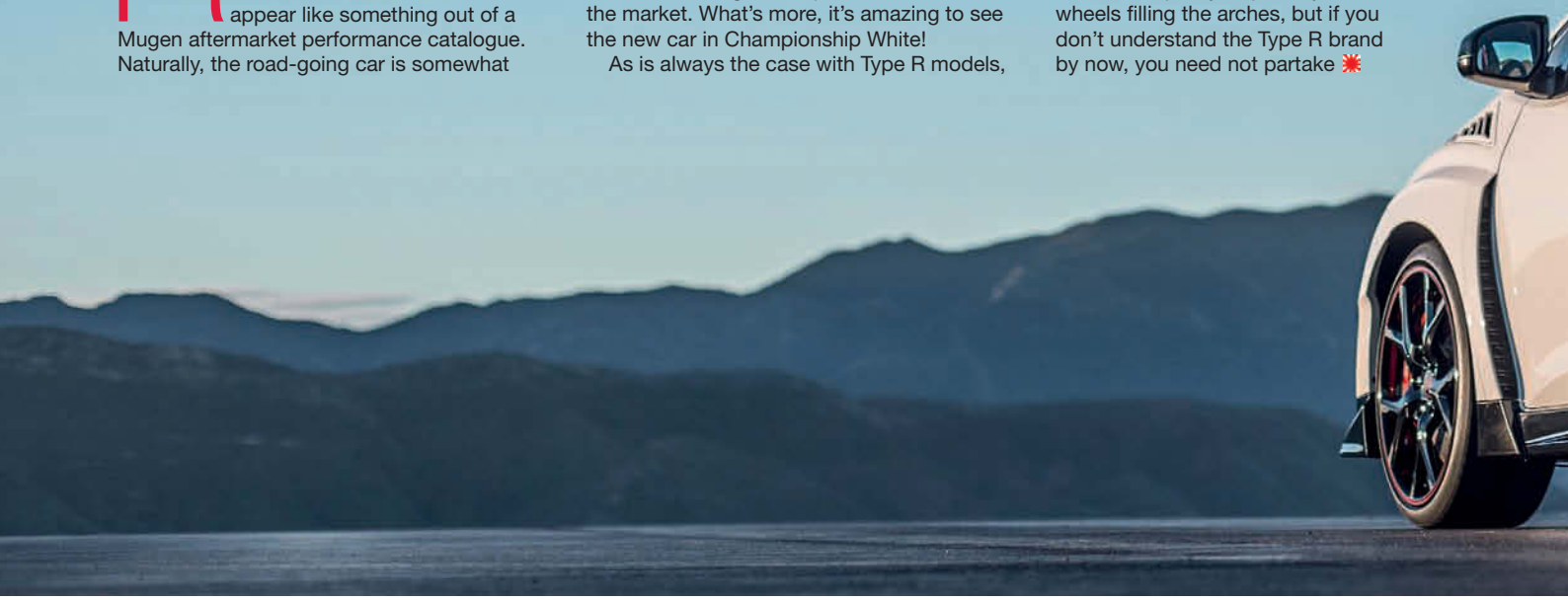
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THE CIVIC TYPE R RETURNS

R-rated indeed! It's hard to believe the British-built Type R is actually a production car! The exterior aero gives the hatchback true touring car looks or at least makes it appear like something out of a Mugen aftermarket performance catalogue. Naturally, the road-going car is somewhat different to the concept version we were all pining for and sadly that gorgeous tail-light-infused rear wing didn't make the final cut. But what we have been dished up with is one of the most striking and capable hot hatches on the market. What's more, it's amazing to see the new car in Championship White!

As is always the case with Type R models, everything focuses around maximum track performance, which in turn translates to the Civic being engaging and rewarding to pilot on the road. There will naturally be complaints about ride quality, especially with 19" wheels filling the arches, but if you don't understand the Type R brand by now, you need not partake





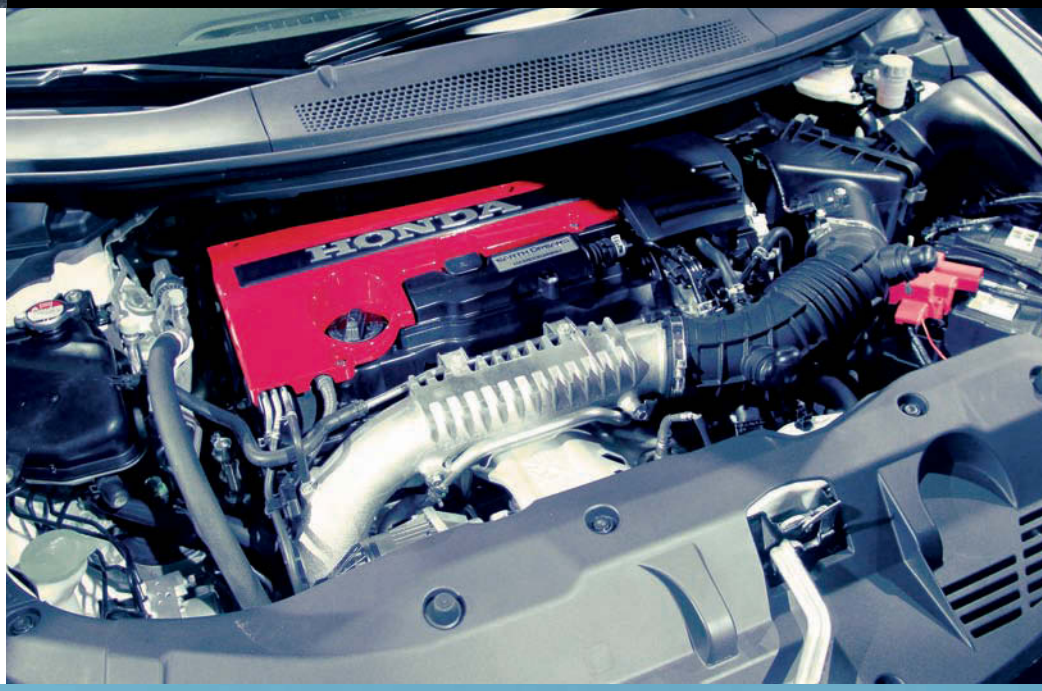
CHASSIS

To cope with the extra grunt now on tap, chunky four-pot Brembo brake calipers and whopping 350mm drilled discs take care of the stopping power up front. The unique 19" alloys with 235/35 tyres not only accommodate these giant stoppers, but also fill the curves of the car perfectly. One problem with big power FWD cars is torque steer, but to minimise this, a Dual Axis Strut Front Suspension system is in place, while a rear H-shaped torsion beam improves rear roll rigidity by 180%. Whereas the Civic Tourer received adaptive rear suspension, the new hot Type R also gets a four-point Adaptive Damper System. This is controlled with a '+R' button in the cabin, which when pressed, firms up the dampers by 30%.

ENGINE

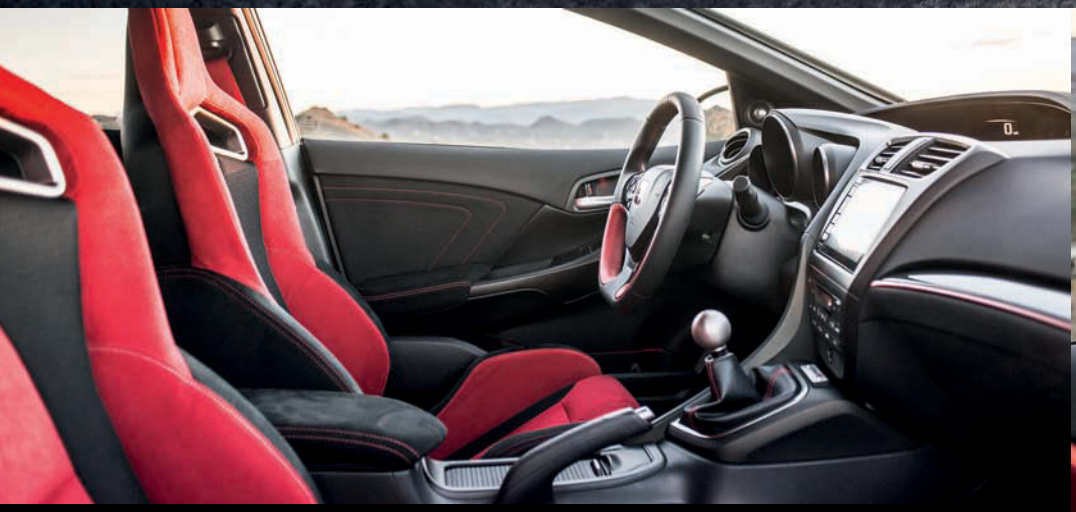
Thanks to an all-new turbocharged direct-injected 2.0-litre VTEC engine, Honda's first turbo'd Type R packs a forceful 306bhp at 6500rpm. And with a peak torque figure of 295lb ft at just 2500rpm, blistering performance is now accessible low down in the rev range too. That all equates to the Type R being the fastest accelerating FWD hatchback on the market, with 62mph coming up in just 5.7s.

A top speed of 167mph is also class leading, but it's the Honda's tuning potential that most excites us. We're confident that before 2015 is out we'll be seeing 350-400bhp Type Rs doing the rounds with basic mapping, breathing and cooling mods in place. Post 500bhp will shortly follow, meaning the biggest challenge in new Type R tuning is likely to be the getting the power down through the front wheels, while upcoming competitors like the Focus RS utilise their new 4WD systems.











INTERIOR

Sit in the cabin and you are instantly reminded of the top-quality fittings and finishes found in other variants in the current Civic range. The Type R is further enhanced by a set of deeply bolstered bucket seats and red highlights dotted around the tech-packed interior, including a motorsport-inspired centre marker on the steering wheel, moody backlit dials and cool red seat belts.

But the '+R' button to the left of the steering wheel is where things get exciting – press this and the car is instantly mapped to its most aggressive settings. Throttle response sharpens, torque-mapping becomes more forceful, steering assistance is lowered and the damping force of the new four-point adaptive suspension increases by 30%. Essentially, the Type R hunkers down and becomes ready to tackle even the twistiest of roads with ease.



TYPE R

PERFORMANCE DETAILS

Engine: 2.0-litre VTEC Turbo petrol
Transmission: Six-speed manual
Power: 306bhp (at 6500rpm)
Torque: 295lb ft (at 2500rpm)
0-62mph: 5.7 seconds
Top speed: 167mph
Wheels/tyres: 19" lightweight alloys with 235/35 tyres
Brakes: Four-piston Brembo front brakes with 350mm drilled discs
Suspension: Four-point Adaptive Damper System with Dual Axis Strut Front Suspension system to reduce torque steer
Paint: Championship White, Crystal Black, Polished Metal, Brilliant Sporty Blue and Milano Red
Price: £29,995 or £300 a month (PCP), £32,295 for GT version



EXTERIOR

'Aerodynamics' is one buzzword that appears to have been applied extensively during the design process for the new Civic Type R. To capitalise on the blistering power available from the turbocharged 2.0-litre VTEC engine, developers spent a considerable amount of time in the wind tunnel and testing at demanding tracks like the Nürburgring (where it clocked a time of 7:50 mins) to ensure that every last ounce of air that flows over the sweeping lines is used to the car's advantage.

Incorporating such features as a race car-style flat underside and eye-catching rear diffuser help to 'suck' the car to the road, while the defining rear wing and boxy wheel arches offer substantial stability and downforce; especially useful when the car reaches its incredible top speed of 167mph!



FRESH FACED

Words and photos: Stephen Hall



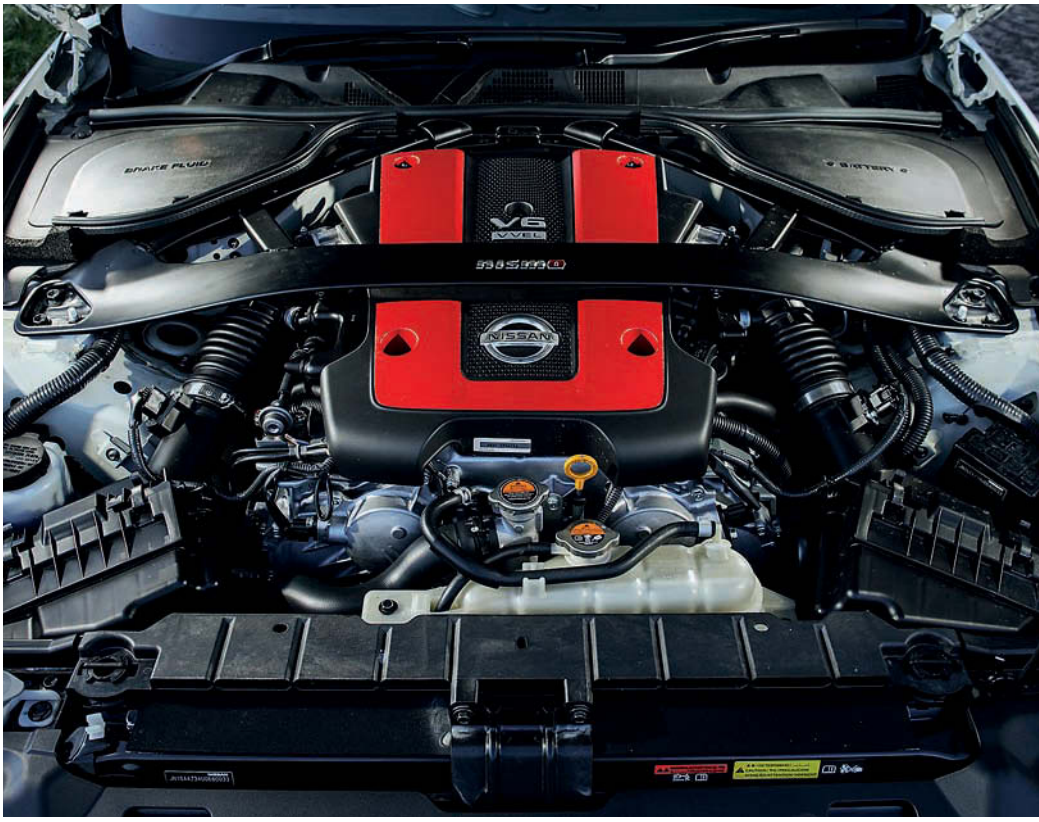
Nissan went back to the drawing board for the updated 370Z Nismo. We check out how these changes add up on the road.

It seems like only yesterday that we first tested Nismo's take on Nissan's old-skool coupé, the 370Z, but in fact it was the end of 2013 when we got our hands on the first generation model. Still, it's unusual for a revised version of any car to be back in for test so soon after launch, but here we are just 14 months later with the latest generation car which brings redesigned bodywork, daytime running lights, new wheels, seats, updated suspension settings and reduced road noise courtesy of thicker carpets and new wheel arch liners. Visually, the Nismo 370 falls more in line with the look of its Nismo GT-R big brother but the big news is the improved driving experience wrought by the chassis updates…



ENGINE

With an ample 339bhp and 274lb ft of torque to power 1535kg, the engine has been left well alone for this iteration; those outputs give the Nismo 370 a punchy 222bhp per tonne – in the same ballpark as more modern opponents such as the BMW M235i and Porsche Cayman S. So raw performance is not in short supply; the big V6 delivers a brawny punch from low revs and plenty of go thereafter. Sadly, there's little pleasure to be derived from the process – the promising V6 rumble at start up evaporates as soon as you wind some revs on, the motor never sounding anything other than strained and lethargic as you approach the redline. There's a strangely syrupy feel to it all, the way the engine hangs on to revs when changing up suggesting a flywheel made of lead. And despite those chunky exhaust tips, the expected V6 howl never materialises, so the dominant acoustic experience is the mechanical thrashing up front. It's at odds with the outer appearance, and we can't help but feel the simple addition of a lighter flywheel and louder exhaust would go a long way to improving the Nismo 370's driver appeal.



CHASSIS

The hardware remains the same, but Nismo has dialled out some of the harshness of the first generation car, which took a fair degree of criticism for its excessively rigid chassis setup. Spring rates are higher than the standard 370, but in tandem with the taut damping this brings with it a pleasingly firm, controlled feel. It's noticeably firmer than the aforementioned BMW and Porsche, but this gives it a tough, no-nonsense character that sets it apart. And whilst the old car would crash in and out of bumps, the 2015 car is more at ease with itself, dealing with surface imperfections with sufficient finesse to encourage you to exploit the chassis' inherent balance. On smooth, fast roads, there's a lot of fun to be had leaning on the plentiful grip, and when the rear eventually starts moving it's predictable and manageable. A bit more circumspection is required in the wet, but the Nismo remains a faithful companion and more enjoyable than the standard car.







EXTERIOR/INTERIOR

Lots to see here; the Nismo design language shines through in the updated front end and signature red stripes which appear on the side skirts, wing mirrors, and front and rear spoilers. There's a lovely new set of RAYS alloys too. It's certainly a more cohesive look than the slightly aftermarket appearance of the old model. The interior of the six year old 370 is looking a bit dated nowadays with little too much plastic surfacing, but the Alcantara covered wheel feels pleasingly tactile, as do the door inserts. But the big news here are the excellent Recaro seats; they look great and they're superbly supportive whether cruising or on a cross-country thrash. The wheel doesn't telescope and it's too far away for comfort, but you soon grow used to the slightly odd driving position

PERFORMANCE DETAILS

Engine: 3696cc VQ37VHR V6

Transmission: Six-speed manual with synchro rev match

Power: 339bhp at 7400rpm

Torque: 274lb ft at 5200rpm

0-62mph: 5.1 seconds

Top Speed: 155mph

Wheels/Tyres: 19" Nismo super-lightweight RAYS alloys with 245/40 (f) and 275/35 (r) tyres

Brakes: Four-piston calipers with 355mm vented discs (f) and two-piston calipers with 350mm vented discs (r)

Suspension: Double wishbones (f) and independent multi-link (r)





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Civic 2.0 Type R (FN2)	-	-	£619.73	£555.48
Intergra 1.8 Type R (DC2)	-	£375.35	-	-
MAZDA				
RX8 1.3	-	-	-	£526.20
NISSAN				
350Z	-	£688.32	£898.51	£396.49
370Z	£1488.20	-	£1142.22	£636.82
GTR	£3720.48	-	£1234.69	£1439.10
MITSUBISHI				
Lancer Evo 7,8,9	-	£382.40	£450.89	£467.71
Lancer Evo 10	£2736.00	£642.30	£743.50	£722.92
SUBARU				
Impreza (01-07) WRX	-	£451.93	£332.36	£363.12
Impreza (01-07) STi	-	£451.93	£708.30	-
BRZ	-	-	£689.27	-
TOYOTA				
GT86	-	-	£689.27	-
MR2 Turbo	-	£423.78	-	-

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	Honda Civic Type R FN2	Mitsubishi Evo 10	Nissan Skyline R34	Nissan GTR 35	Subaru Impreza 07-	Toyota GT86
Eibach Lowering Springs	£178.00	£266.40	-	£316.80	£259.20	£259.20
Eibach Suspension Enhancement Kit	-	-	-	-	-	£413.47
KW Coilovers	£964.00	£1650.00	-	£2731.00	£1008.00	£950.00
Ohlins	£2285.01	£2356.14	£2157.70	£2925.06	£2531.12	£2732.40
Tein Springs	£144.00	£168.00	£180.00	-	£132.00	£156.00
Tein Street Flex	£1152.00	£1044.00	£900.00	-	-	£1044.00
ST Coilovers	£725.00	-	-	-	£725.00	£725.00
Whiteline Anti Roll Bar Front	£177.46	£177.46	£156.79	£325.14	£156.79	£193.54
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MITSUBISHI		
Lancer Evo VII/VIII	£65.99	£60.00
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NISSAN		
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EBC Redstuff Front Pads	£74.32	£110.88	£84.98	£92.91	-	£68.34	-
EBC Yellow Front Pads	£82.30	£140.36	£91.44	£102.24	-	£85.52	£70.09
EBC Redstuff Rear Pads	£42.61	£80.13	£59.89	£54.50	-	£39.27	-
EBC Yellowstuff Rear Pads	£66.94	£92.79	£64.93	£65.34	-	£48.46	£50.73
Tarox Strada Fast Road Front Pads	£94.80	-	£126.00	£78.00	-	£70.80	£94.80

Redstuff (Fast street for medium weight cars). Yellowstuff (Ultimate street use and entry level race cars). Other compounds available, please call for details.



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Black Diamond XD Front Discs	£189.28	-	-	-	£153.88	£179.41
Black Diamond G12 Front Discs	£176.02	-	-	-	£140.67	£173.70
Black Diamond G6 Front Discs	£158.83	-	-	-	£126.61	£149.60
Black Diamond Combi Front Discs	£184.88	-	-	-	£160.99	£186.49
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EBC Rear Discs	£89.37	CALL	£169.56	CALL	£105.02	*
Tarox Performance Front Discs	£225.25	£636.00	£550.80	-	£225.25	£225.25

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Brembo Gran Turismo Kit	-	-	£3182.40	-	£3182.40	-
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LETTERS

Nippon Shine Car Care — Each 'letter of the month' will receive a Nippon Shine cleaning pack which includes bodywork cleaner, tyre shine and car fragrance



DRIFT DILEMMA

LETTER OF THE MONTH

Firstly, I love the magazine and have done so for the last ten years since the day I first read a Joe Clifford article at the back of science class when I was 14!

I followed my automotive passion into college where I spent five years undertaking a mechanical engineering degree building project race cars and dune buggies whenever possible.

Having saved and scraped through college I am now at the happy stage where I have found a job (working in the automotive industry designing suspension systems for off-road vehicles) and have saved up to buy my own car. Being an avid drifting fan (and occasional drifter) I of course need to get a car set up mainly for the road but also good for the occasional track drifting.

My only happy issue is what to buy. I have narrowed it down to two options; a Nissan S-chassis of some sort (preferably an S15) and a Toyota GT86 (which would be purchased under finance).

I would love to get your advice on what car to buy. I am currently leaning towards the GT86 as it's a fantastic car and seems to be set up to drift. There are, of course, a lot more aftermarket parts available for the Silvia, but every second drifter seems to have one of some sort!

I have heard that the GT86's standard torsen diff should ideally be replaced with a mechanical item to get the most from drifting? I have managed to drive one on a few test drives but not sideways obviously!

C. Reilly, via email

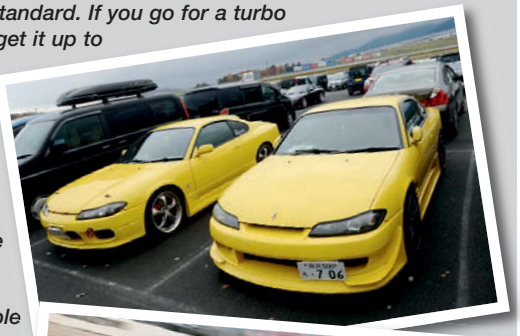
Sounds like a good shortlist to us! To answer this question as effectively as possible, we decided to drop Paul McCallum, team principal at JapSpeed (08444 489080) a line to see what his views were. As you can probably imagine, Paul has seen his fair share of sideways action in his time, so his advice should hopefully be of some use to you!

"Although the GT86 will make a great daily driver, it is underpowered for drifting in standard form, especially in the dry. It is a good, well-balanced car that has plenty of grip and beautiful handling out of the box. You'll have to spend a lot of money on it to get it to be a decent drift car though, which may not be ideal in your situation!

"Another thing to consider is that parts for the GT86 are still relatively few and far between. It'll take a few more years for the stand-out parts to prove themselves, so it's all a bit of trial and error as to what works best at the moment.

"The S15 Silvia, on the other hand, will be a great drift car almost from standard. If you go for a turbo model, you'll get it up to 300bhp very easily, which will result in a really fun drift car. The fact that they are popular is good because it means that parts are readily available and everyone seems to know what works and what doesn't.

"Ideally, you need to work out how much daily driver use versus drift use the car will get as a starting point to your decision."







ENSURING YOU'RE INSURED

I've been an avid reader for a few years now; in fact I probably have over 100 issues from back before I started university up until the current one!

After owning a Toyota Starlet Glanza, I pretty much got hooked on Japanese turbocharged machines, and always aspired to own something four-wheel drive and turbocharged, but a little different.

For the past five years or so, I've been searching, inquiring and planning around getting a Subaru Forester STI ('04-'05). Now I'm coming up to the age of 25, I should be able to get insurance without it costing me multiple body parts.

Could you point me in the direction of some insurers that look kindly upon someone like me, with four or five years no claims bonus when I come to look at insuring my Forester?

I am with Sky Insurance currently, which was great with my Starlet and my current Mitsubishi Colt Ralliart, but I want to make sure I'm getting some decent comparisons.

I've got no plans for huge power hikes early on but handling upgrades would be on the cards, if not already installed before purchase. Any help would be much appreciated.

Chris Morgan, via email

Sounds like you're in a rather exciting time of your life for car ownership, Chris!

If, as we've been led to believe, you're going for a genuine Forester STI, then firstly, congratulations! And secondly, we can now see where your issue lies when it comes to insuring your car, as imported cars have always been notoriously difficult to get cheap quotes for.

Sky Insurance is well known for supplying great quotes for modified vehicles, but if you're scouring the market, we've also thought of some other companies for you to try.

Adrian Flux specialises in modified and imported cars. Check out www.adrianflux.com/banzai where you'll be directed to the specialist import section.

Another company who has been dealing with import insurance for many years is Insurance Factory. Try dropping it a line at www.insurancefactory.com/import-car-insurance to see what it can do for you and your Forester. There are also several other quality insurers listed in the *Specialist* section located towards the back of the magazine for you to browse at your perusal.

We wish you the best of luck with the importing, insuring and modifying of the car you eventually choose; make sure you keep us updated with your progress!

TAKING PHOTOGRAPHY TO ANOTHER LEVEL



You may remember Sam Owen's drift-ready Lexus IS200 from the *Street Life* section of the February issue of *Banzai*. Snapper Callum Alton has been in touch to let us know that this fantastic action shot comes courtesy of his media company Higher.level, comprising a duo of keen photographers who strive to cover as many automotive events through their lenses as possible throughout each show season. Currently finishing an A-level photography course, Callum is well worth getting in touch with if you need a drifting event covering. Hit him up from his Facebook page: www.facebook.com/higherlevelyo

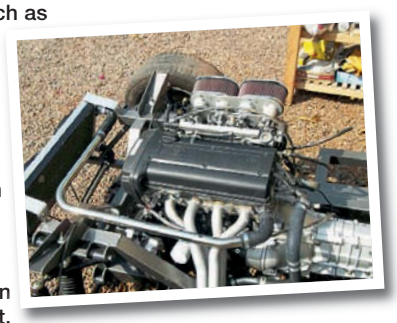
FEELING A LITTLE DIZZY…

I am looking for a distributor cap relocation kit for a Toyota 4A-GE LU 20V motor. The engine is being fitted to a kit car so the kit moves the dizzy cap from the rear of the motor to the front when the motor is mounted in a rear-wheel drive configuration. I have seen conversion kits available in the States but was wondering if anything similar existed in the UK?

Mark Cameron, via email

Thanks for getting in touch, Mark. This sounds like a very specialist question. So specialist, in fact, we thought we'd give it to our Facebook fans to see if we could find an answer for you.

Matthew Burgess got in touch as he's undertaken a similar project to you, and highly recommends trying the 'S-86' kit from SQ Engineering out in Australia. Don't be put off by the location, however, as Matthew explains that the item itself and shipping worked out extremely affordable for him. He also tells us that company owner Sam is very helpful when it comes to advice and support. Check out www.sq-engineering.com – we hope this helps!



CONTACT US

Do you want to comment on what you like in *Banzai*? Have you got a suggestion that you think would make each issue even better? Do you need our help with technical queries or advice, or do you just want to share something cool with the community at large?

Then please feel free to contact us using one of the following methods:

E: banzai@unity-media.com
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Banzai is offering one lucky reader the chance to choose any Toyo products up to the value of £500 retail value, with the option to top up the difference if you want to go for something truly bonkers. All you have to do is email the answer to this simple question, along with the type of car you own and size of tyres required, over to banzai@unity-media.com, with 'Toyo Competition' in the subject line.

Q: Where is Toyo's Japanese headquarters located?

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Terms & Conditions: Images are for reference only. All entries must be in by 16 April 2015. This competition is only open to UK residents, 18 years of age and older. Employees of Toyo Tires, Unity Media and associated companies are ineligible to enter. The winner will be picked at random by us and our decision is final. We reserve the right to disqualify any entrant and/or winner with absolute discretion for any reason and without notice in accordance with the competition rules. One entry per person and there will be one winner who will be contacted by us directly. No further correspondence will be entered into once the winner has been announced.

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RISING SON









Alexi Smith gets invited onto a *bosozoku* cruise and reports back with his findings…

Something I'd been meaning to do for quite a long time in Japan was go for a ride-along on a *bosozoku* cruise. Everyone has probably seen a photo or two of these sorts of cars on the internet, with crazy wings, absurdly long lightning-bolt-shaped exhaust pipes and huge arch or box fenders, aping the style of cars seen in the touring and super silhouette racing series of the 1970s and 1980s.

Even if you actively go out searching for these guys it can be hard to find them. *Bosozoku* bikes are still fairly easy to spot, especially at weekends when you'll be driving along an expressway and suddenly hear an enormous racket, and a couple of dozen motorcycles, usually 400cc sports bikes from the 1970s with open exhausts, blasting past in the opposite direction.

When I used to live in the suburban areas of Saitama just outside Tokyo, it was common to hear the sound of a high-revving straight-pipe on a Saturday night, but actually spotting a car just cruising around was rare. As you can imagine, most of these cars don't just skirt the edge of illegality, rather they stomp a great big dirty boot down on it and grind it around a bit for good measure.

The biggest meeting of *bosozoku* cars around Tokyo is generally the annual end-of-year meeting on the Chuo Expressway. There had been a previous time when I'd managed to attend this meeting by driving there myself, but since I didn't know what the plan was or where the cars were going, I wasn't able to cover it or enjoy it as much as I'd hoped. That changed when I was driving through the pits of Ebisu Circuit at a drifting event when a guy called Tojo, who I'd met a few times before, started waving at me to stop: "Hey, do you want to take more photos of *bosozoku*?" Tojo said with a grin.

"I don't have my camera gear on me today!" I started.

"No no, not now. At the end-of-year meeting. You can ride with us so you can get right in the middle of it. Everyone liked your photos from last year," he said.

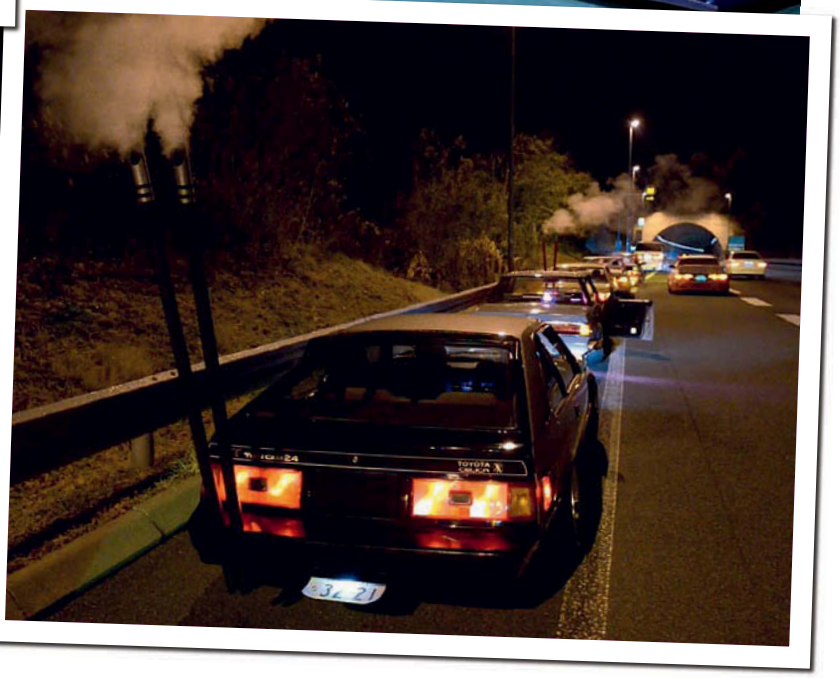
This came as a bit of a surprise to me, since it'd been almost a year since I posted up the pics of that event, and I'd never heard or read any comments about them from the owners. In any case, it was an offer I couldn't refuse, so a few weeks later I received a message that told me to arrive on a street near a certain expressway interchange off-ramp at 11:00pm. The location was in Hachiouji, a city on the outskirts of the Tokyo metro area that is traditionally a stronghold of *bosozoku* gangs. I drove my van to the meeting place, which was a desolate industrial street, and gave Tojo a call: "Oh, you're on time. Just wait there," he said before hanging up abruptly.

As I was fiddling with my camera, making sure it was set up to shoot properly in the dark conditions, I heard a raspy exhaust note, then saw a slammed grey GX71 Mark II on shiny SSR Mark IIIs bursting out from a side street. It rolled past me without stopping, a hand from inside the dark interior motioning me to follow. I chased the Mark II down some dim factory-lined streets, then turned a corner and saw about a dozen similar cars, illuminated by the greenish fluorescent light pouring out of an open roller shutter. They were all extremely low, with old-skool small diameter wheels, and a sticker on their windscreen that said 'Showa Club', with 'showa' being the period of









Japanese history from 1926 to 1989 during the reign of Emperor Hirohito. This basically means that they're only interested in pre-'90s models, usually higher-end sedans like the Cresta or Crown, or sports-tourers, such as the MkII Celica Supra or Z10/20 Soarer. Any sports cars that are popular amongst street racers like the GT-R, Silvia or AE86 are looked down upon, as *bosozoku* and street racers traditionally don't get along too well. The car I was riding in was a slammed GX81 Cresta, which despite the non-existent suspension, was still remarkably comfortable thanks to the overly-plush standard seats. After only a few minutes, everyone started their engines and rolled out to the nearby expressway entrance. Not long after that, we arrived at the Uenohara Parking Area, where the meeting took place. About a third of the enormous car park was already crammed with crazy creations, with more to arrive shortly after that.

Most people would be wondering at this point if the police were at all interested in what was going on, since just about every car there could be issued with a defect list as long as their illegal exhaust pipes. The police who were actually at the meeting however (which only seemed to consist of a couple of unmarked Crowns and one highway patrol unit) seemed to take on a role more akin to teachers in charge of the playground during lunchtime. There was almost no hassle from the authorities apart from asking the occasional biker to stop revving his engine so loudly. I saw one interaction in which the body language of the copper seemed to say 'would you mind not doing that? It's causing a bit of a fuss' to which the rider nodded his head and continued to blip the throttle gently. The police were also making sure there was a path between all the cars so that any trucks or civilian cars at the parking area were able to make their way through.

This wasn't always the case with these cruises however. Back in the 1980s, there were times that involved hundreds of police, with riot units waging an almost siege-like battle with the *bosozoku* at the tollbooths at the start of the expressway, turning away most cars and arresting the drivers who tried to force their way through. There was even a special police unit set up to battle the bikers on their own terms, called the 'black panther unit', which involved black undercover police bikes fitted with paint spraying guns to mark offenders and batons attached to the bike with velcro for easy removal and use.

In recent times, however, the cruises have become much less about expending youthful energy against the authorities and more along the lines of keeping the culture alive. This might be because the average age of the drivers at the meeting seemed to be somewhere north of 40. Everybody had respectfully paid their expressway tolls and lined up neatly to fill up at the parking area's petrol station, before cruising off down the road together. Thanks to Tojo for giving me the chance to actually ride along with his crew, I now understand the appeal of these sorts of cars. Even though they don't really drive all that fast, all the revving engines and flashing lights and weaving around lanes and music being played through loudspeakers made it feel like you were in the middle of Le Mans if it were held in a nightclub. While I can't ever see myself owning a car like this, it's good to see so many people are keeping what is arguably the most unique facet of Japanese car culture well and truly alive

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EXHAUSTS

MILLTEK SPORT ABP exclusive cat-back stainless steel exhaust system £499.00
These exclusive to ABP Milltek systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.
MILLTEK SPORT 3" round tailpipe trims ..... (pair) £125.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe £630.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat £770.00
O2 simulator (removes ECU light with race manifold fitted) £70.50
PIPER Stainless steel cat-back exhaust system £520.00
HKS Sport Muffler cat-back exhaust system (3" tailpipes & HKS trims) £862.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty) £41.00
K&N Apollo closed box air filter induction kit £158.00
AEM Short Ram air induction kit (polished or red alloy intake pipe) £169.00
POWERTEC Stainless steel air filter kit (including heat shield) £149.00
PIPERCROSS Sports air filter kit (including heat shield) £145.00
HKS Racing Suction Kit (includes alloy intake pipe) £365.00

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit £150.00
These are the very best springs you can buy for the FN2. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides. **Please call for fully fitted prices.**
EIBACH Pro-Kit -15mm lowering spring kit £159.00
All the advantages of our -30mm kits but with less lowering!
EIBACH Front adjustable camber bolts (essential on lowered cars) £25.00
EIBACH Rear camber & toe shims (to get the very best handling) ..... (each) £8.50
KW Variant 1 coil-over suspension kit (fully adjustable ride height) £879.00
KW Variant 2 coil-over suspension kit (fully adjustable height & rebound) £1,069.00
KW Variant 3 coil-over suspension kit (fully adjustable height, bump & rebound) £1,379.00
TEIN S-Tech lowering spring kit (Front -15mm Rear -20mm) £228.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping) £1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability) £108.00
ABP Stage 1 Fast Road suspension geometry set-up (including camber bolts) £135.00
This set up in ABP's workshop improves the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. **A MUST HAVE MODIFICATION.**
ABP Stage 2 Fast Road suspension geometry set-up (including bolts & rear shims) £224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.

BRAKES

STOPTECH Fast Road Front brake pads ..... (set) £49.00
STOPTECH Front Sport Stop Grooved brake discs ..... (pair) £190.00
STOPTECH Rear Sport Stop Grooved brake discs ..... (pair) £145.00
POWERSLOT Front 350mm Big-disc conversion kit £355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs.
Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.
STOPTECH Touring 300mm 4-POT Brake conversion kit* £995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot calliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!
STOPTECH BBK 328mm Brake caliper conversion kit* £1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. Choice of Black or Red calipers
*EIBACH 15mm Pro-Spacer kit (required to fit Stoptech brake kits behind OE Honda wheels) £108.00
FERODO DS2500 Front high performance brake pads £99.50
FERODO DS2500 Rear high performance brake pads £92.50
EBC Red Ceramic Front high performance brake pads £87.00
EBC Red Ceramic Rear high performance brake pads £54.00
EBC Turbo Groove drilled & grooved front brake discs ..... (pair) £245.00
TAROX G88 40-Groove high performance front brake discs ..... (pair) £217.00
GOODRIDGE Stainless steel 6-line brake hose kit (including distribution blocks) £175.00
MOTUL RBF600 High performance brake fluid (1/2 LT) £15.50
FOLIATEC Caliper paint kit (various colours) £24.90

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

OTHER ITEMS

HKS IRIDIUM spark plugs (set 4) £82.00
PIAA Headlight bulb upgrade kits (Set of 6 bulbs - sidelight, dip & main beam) ..... from £95.00
YOKOHAMA 225/40X18 PARADA Spec 2 tyre £125.00
YOKOHAMA 225/40X18 ADVAN NEOVA AD08 tyre (ultimate track day tyre) £169.00
YOKOHAMA 225/35X19 Advan Sport OE tyre £215.00

SERVICING FOR FN2 & EP3 TYPE R

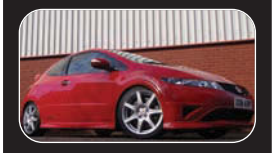
ABP offer a full range of servicing to HONDA specification which will not affect the manufacturer's warranty.
12 month / 12,500 mile service to HONDA spec including all parts & Labour £119.00
24 month / 25,000 mile service to HONDA spec including all parts & Labour £198.40
36 month / 37,500 mile service to HONDA spec including all parts & Labour £154.00
48 month / 50,000 mile service to HONDA spec including all parts & Labour £198.40
60 month / 62,500 mile service to HONDA spec including all parts & Labour £119.00
72 month / 75,000 mile service to HONDA spec including all parts & Labour £385.00
All of our services include MOTUL fully synthetic oil, Honda oil & air filters & NGK spark plugs. Cars are serviced to exact HONDA specification and service books are stamped maintaining the warranty. If cars are fitted with performance air filters above prices will be reduced accordingly.





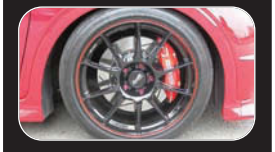
ALL PRICES INCLUDE VAT

















HONDA Civic Type R EP3



ABP purchased an EP3 Type R back in 2001 with the sole aim of developing a full range of tuning parts. We offer exclusive ranges of suspension, brake and performance parts that we believe are the very best available. 10 years on the EP3 is still a great car and more affordable than ever so with a few choice mods the tuning world is your oyster…

EXHAUSTS

PIPER ABP exclusive Single-box cat-back stainless steel exhaust system £349.00
These exclusive to ABP Piper single silencer systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains. System has a 6x4" oval tailpipe.
PIPER Twin-box cat-back stainless steel exhaust system As above but with 2 silencers – same power with less sound! £399.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe £498.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat £678.00
Independent rolling road tests show an incredible increase of +22BHP using a PIPER manifold, de-cat and exhaust system on the EP3 Type R!
DC SPORTS Stainless steel SCS cat-back exhaust system (4" round tip) £430.00
DC SPORTS Stainless steel SHORTY exhaust manifold (uses original cat) £375.00
DC SPORTS Stainless steel RACE exhaust manifold (removes catalyst) £395.00
All DC Sports items are beautifully crafted in polished stainless steel and offer fantastic looks and power gains.
The SCS system comes with a removable silencing baffle ideal for track days.
O2 simulator (removes ECU light with race manifold fitted) £70.50
HKS Hi Power 409 cat-back exhaust system (120mm angled tailpipe) £471.90
Stunning JAP style exhaust system with removable silencing baffle and polished 120mm tailpipe
SUPERSPRINT Stainless Steel straight through B-pipe £204.00
ENERGY SUSPENSION Up-rated engine mount insert bush kit £26.00
Essential when using any modified exhaust manifold. These also aid traction & prevent wheel hop.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty) £49.00
K&N 57i Air filter kit £109.00
K&N Typhoon air filter induction kit (wrinkle red finish intake pipe) £150.00
AEM CAI Cold Air Induction kit (filter relocated behind front bumper) +15BHP £245.00
AEM V2 Air Filter Induction kit (Unique dual plenum intake pipe) +18BHP £265.00
PIPERCROSS VENOM Sports air filter kit (fully enclosed air box system) £175.00
Intake kits make a massive difference to the EP3 Type R offering anything up-to +18BHP power gains.
Choosing the right combination of exhaust system and filter kit can add up-to +25 BHP power improvements!

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit £150.00
These are the very best springs you can buy for the EP3. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides.
EIBACH Pro-Kit -15mm lowering spring kit - All the advantages of our -30mm kits but with less lowering! £159.00
EIBACH Front adjustable camber bolts (essential on lowered cars) £25.00
EIBACH Rear fully adjustable camber arms (to get the very best handling) ..... (pair) £135.00
BILSTEIN B4 Shock absorber kit (front & rear shocks) ..... (set 4) £385.00
BILSTEIN B8 Sports up-rated shock absorber kit (front & rear shocks) ..... (set 4) £655.00
BILSTEIN are arguably the Worlds best shock absorbers, developed on the Nurburgring they offer fantastic chassis control without the extremes of coil-over set-ups. Simply the best real World suspension solution.
TEIN S-Tech lowering spring kit -20mm £228.00
TEIN BASIC coil over suspension kit (adjustable height only) £708.00
TEIN Superstreet coil over kit (adjustable height & damping) £804.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping) £1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability) £108.00
JDM Rear Anti Roll Bar (including bushes) £102.50
E-TECH Front polished alloy strut brace £87.50
E-TECH front wide-bar lightweight alloy strut brace £170.00
ABP Fast Road suspension geometry set-up (including front camber bolts) £155.00
This set up in ABP's workshop improves the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. **A MUST HAVE MODIFICATION.**

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

BRAKES

STOPTECH Fast Road Front brake pads (set) £49.00
STOPTECH Fast Road Rear brake pads (set) £38.00
STOPTECH Front Sport Stop Grooved brake discs (pair) £190.00
STOPTECH Rear Sport Stop Grooved brake discs (pair) £140.00
POWERSLOT Front 350mm Big-disc conversion kit £355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.
STOPTECH Touring 300mm 4-POT Brake conversion kit* £995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot calliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!
EIBACH 15mm Pro-Spacer kit* (required to fit Touring kit behind OE Honda wheels) £108.00
STOPTECH BBK 328mm Brake caliper conversion kit £1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. This kit fits behind the original Honda 17" alloy. Choice of Red or Black calipers.
FERODO DS2500 Front high performance brake pads £99.50
FERODO DS2500 Rear high performance brake pads £91.50
EBC Red Ceramic Front high performance brake pads £87.00
EBC Red Ceramic Rear high performance brake pads £58.00
EBC Turbo Groove drilled & grooved front brake discs ..... (pair) £245.00
TAROX G88 40-Groove high performance front brake discs ..... (pair) £217.00
GOODRIDGE Stainless steel 4-line brake hose kit (zinc plated unions) £62.00
MOTUL RBF600 High performance brake fluid (1/2 LT) £15.50
FOLIATEC Caliper paint kit (various colours) £24.90

OTHER ITEMS

HKS IRIDIUM spark plugs (set 4) £82.00
NEUSPEED Short Shift gear lever kit £95.00
EXEDY OE 3-piece Clutch kit - Fitting service available £195.00
PIAA Headlight bulb upgrade kits (Set of 4 bulbs - sidelight, dip/main beam) ..... from £65.00
PIAA Silicone front wiper blade kit (pair of silicone wiper blades) £43.00
YOKOHAMA 215/40X17 PARADA Spec 2 tyre £92.00
YOKOHAMA 215/40x17 ADVAN NEOVA AD08 tyre (ultimate track day tyre) £156.00
ABP recommend changing the original 205/45x17 tyres to the better 215/40x17 size. Wider, slightly lower profile these tyres offer improved handling, grip, feel and they're cheaper!

SERVICING - See FN2 Listing

FULL RANGE OF PARTS AVAILABLE FOR ALL MAKES / MODELS

HONDA • TOYOTA • MAZDA • MITSUBISHI • SUBARU • NISSAN • LEXUS

01270 567 177

NEXT DAY DELIVERY

PHONE TODAY FOR NEXT DAY DELIVERY* or WHY NOT CALL INTO OUR SHOWROOM TO COLLECT OR LET US FIT THE PARTS FOR YOU IN OUR FULLY EQUIPPED ON-SITE WORKSHOP

* Orders must be placed before noon and are only available on stock items (excluding Sunday).
Please phone for postage prices on your order

~ EXPORT ORDER ARE WELCOME ~

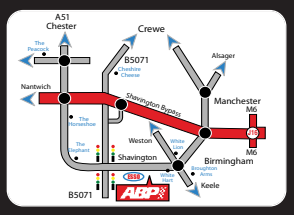
Orders can be placed by phone with a credit/debit card for immediate despatch. Postal orders and cash are also acceptable.
At ABP full security checks are made to ensure the validity of the credit card holder. All attempted credit card frauds are reported to the police.

www.abpmotorsport.co.uk

~ ALL PRICES INCLUDE VAT ~

We reserve the right to change prices in accordance with certain manufacturers. Rights of cancellation details supplied. Prices are correct at time of going to press. E&OE.

How to find us



ABP Motorsport
416 Newcastle Road, Shavington,
Crewe, Cheshire CW2 5EB
Fax 01270 568177
sales@abpmotorsport.co.uk

Opening Hours
Mon-Fri 8.30am - 6.00pm
Sat 9.00am - 3.00pm

STOPTECH HIGH PERFORMANCE BRAKE SYSTEMS

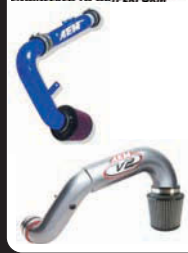


ABP are an official UK importer of STOPTECH brakes and offer the full range of high performance brake pads, brake discs and the AWESOME caliper conversion kits. Used extensively in Time Attack series cars these kits are reputed to be the best available. Full range of 4 & 6 pot kits available for most Japanese cars please call for prices to make your car STOP!

STOPTECH high performance brake pads	from £38
EVO 5-9 & Impreza STi **FRONT & REAR** brake pad set	£118
STOPTECH High performance grooved brake discs	from £140
Mitsubishi EVO 5-9 Front grooved brake discs	£225
Mitsubishi EVO 5-9 Rear grooved brake discs	£195
Honda Civic Type R **FRONT & REAR** grooved brake disc kit	£330
STOPTECH Big Brake Caliper conversion kits	from £995
Honda Civic Type R EP3 & FN2 Touring kit (300mm)	£995
Honda Civic Type R EP3 & FN2 (4-pot 328mm)	£1,450
Mitsubishi EVO 7-10 (4-pot & 6-pot kits)	from £1,550
Nissan Skyline R32, 33, 34 (4-pot & 6-pot kits)	from £1,550

Full range available for Honda, Lexus, Mazda, Nissan, Subaru & Toyota

AEM ENGINEERED TO OUTPERFORM



AEM offer the very best intake kits for your Japanese car. AEM lead the way in air filter technology and now use the revolutionary DRYFLOW filter units. ABP are an official AEM importer dealing directly with the manufacturer!
• Massive Range stocked • Excellent power gains • Call for prices

Cold Air Intake Kits	
Honda Integra Type R DC2	£269.00
Honda Integra Type R DC5	£255.00
Subaru Impreza inc. STi (2001 on)	£262.00
Subaru Impreza Inc STi (2008 on) **+30BHP**	£255.00
Mazda MX5 (2006 on)	£275.00
Mitsubishi EVO 10 **+16BHP**	£275.00
Short Ram Intake Kits	
Mitsubishi EVO 7, 8, 9 (inc. heat shield)	£235.00
Nissan 350Z (inc. heat shield)	£315.00
Subaru Impreza inc. STi (2001 on)	£169.00
V2 Dual Plenum Air Intake Kits	
Honda S2000	£275.00
Honda Civic Type R EP3 & DC5 Integra	£265.00

DC SPORTS



ABP are official importers UK importers of DC Sports products direct from the USA.
Products include ceramic coated & stainless steel exhaust manifolds and stainless steel exhaust systems.

DC Sports Exhaust Manifolds	
Honda Civic Type R EP3 Stainless Steel Race manifold - (These fully polished manifolds also remove the catalyst)	£395.00
Nissan 350Z Ceramic Coated tubular sports manifolds (pair)	£475.00
Mitsubishi EVO 5-9 Large Bore Stainless Steel Race Manifold	£399.00
DC Sports SCS Stainless Steel Exhaust Systems	
Honda Integra Type R DC2	£399.00
Honda Integra Type R DC5	£430.00
Honda Civic Type R EP3 (inc. removable baffle)	£430.00
Mitsubishi EVO 7, 8 & 9	£449.00
Nissan 350Z (Sounds like a 911 Race car!)	£699.00
Subaru Impreza (2002 on) inc. STi & WRX	£425.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

EIBACH produce the Worlds finest springs with quality second to none. Not only do they improve the looks of the car but they also offer better handling with improved ride quality. ABP offer the full range of EIBACH suspension products available including lowering spring kits, suspension kits, alignment products and wheel spacer kits. PLEASE CALL

Bilstein produce a massive range of shock absorbers and suspension kits for Japanese cars including B4 replacement dampers, B6 & B8 sports shock absorbers and fully adjustable coil over suspension kits.
All Bilstein development work is carried out on the legendary Nurburgring.

HKS

ABP can supply and fit the full range of HKS tuning products from Japan. HKS offer some of the finest quality tuning parts available in the World. Products available include sports air filter kits, sequential dump valve kits, iridium spark plugs, exhaust systems, intercoolers, boost controllers, suspension, cams, electronics and more. PLEASE CALL

K&N were the original sports air filter manufacturer and offer the largest choice for Japanese cars. They make sports air filters for every car including the majority of F1 and WRC teams.
• **Replacement elements from £29.00**
• **57i induction kits from £64.00**
• **Typhoon induction kits from £135.00**

PIAA

ABP stock the full range of PIAA products including bulbs, silicon wiper blades, lamps and vision products. PIAA produce a massive range of lighting products to suit all applications and they are used extensively in motorsport throughout the World. Don't confuse PIAA bulbs with the cheaper brands out there as PIAA are THE BEST.
• **LED Sidelight bulbs from £24.50 • Headlight bulbs from £35.00 • Silicon wipers from £21.50**

YOKOHAMA

We stock a large range of high performance tyres to suit all needs. We recommend Yokohama tyres for unrivalled performance. For ultimate performance you may want to consider the amazing Yokohama Advan AD08 which offers unbelievable grip for fast road or track day use. ABP offer excellent prices on Yokohama Parada tyres in all sizes. PLEASE CALL FOR BEST PRICES ON YOKOHAMA TYRES

We offer the full range of TEIN suspension to suit all needs & budgets. TEIN offer kits to suit road, track day, drift or competition use. Choose from a lowering spring kit to a fully adjustable coil over kit with adjustable alloy top mounts. Kits available for Honda, Lexus, Mazda, Mitsubishi, Nissan, Subaru & Toyota.
• **Lowering Springs from £155**
• **Coil-Over Kits from £660**

TEIN High Performance Suspension

EBC offer a massive choice of braking products to suit all cars and all drivers' requirements. Fast road, Track day or race use.

Full range of EBC braking products stocked including:
GREENSTUFF brake pads for road use from £28.00 set
REDSTUFF Ceramic brake pads for fast road use from £46.00 set
YELLOWSTUFF brake pads ideal for track-day use from £65.00 set
TURBOGROOVE grooved & drilled brake discs from £140.00 pair

PLEASE CALL

EBC BRAKES

TAROX

Tarox G88 40-Groove brake discs offer awesome braking performance under the most extreme conditions. Unique heat treatment process' makes these one of the strongest discs available. Full range of uprated brake discs, brake pads and big caliper conversion kits available for most Japanese cars. PLEASE CALL

Fast Road brake pads from £49.00
G88 40 Groove brake discs from £159.00
TAROX big brake caliper kits from £1,250

FERODO RACING

ABP offer the full range of FERODO high performance brake pads. The DS2500 range is ideally suited to extreme road use and is an ideal track day pad. Massive range available to suit all popular Japanese high performance cars. Other compounds are available for more extreme track use or full race applications.
• Honda Civic Type R EP3 & FN2 Front DS2500 Brake pads £99.50
• Honda Civic Type R EP3 & FN2 Rear DS2500 Brake pads £91.50
PLEASE CALL

PLEASE CALL TODAY FOR PRICES/INFORMATION ON ALL THE ABOVE PRODUCTS

WORKSHOP FITTING SERVICE

CAT GARAGE OF THE YEAR 2010 · CAT AWARDS 2011 · CHESHIRE COUNTY COUNCIL APPROVED WORKSHOP Trading Standards Approved

Our fully equipped modern workshop allows us to carry out a full range of servicing, maintenance & performance modifications in-house. Staffed by fully qualified enthusiastic technicians trained to the highest standards we are able to skilfully fit, set-up, tune and optimise any modifications to get the best out of your car – This is our passion! From regular manufacturer spec servicing, MOT testing, performance tuning & chassis development to full on track day preparation we can offer the complete service.

ABP's workshop carries Cheshire County Council Trading Standards approval assuring you of the highest quality and 1st class customer service. ABP achieved Trading Standards first perfect 100% mystery shop result in August 2010.

ABP were awarded CAT magazines coveted title of National Garage of the Year in both 2010 and 2011. An award we all take very seriously and testament to our very high standards.

- Performance Parts Installation
- Manufacturer Spec Servicing
- Suspension Fitting Specialists
- Wheel alignment & Suspension Geometry
- Maintenance & Repairs
- MOT Testing Station
- Customer Supplied Parts Fitted
- Clutch fitting
- Cam / Timing Belts Replaced
- Fully Skilled & Experienced Staff
- Trading Standards Approved
- National CAT Garage of the Year 2010 & 2011

CAT GARAGE OF THE YEAR 2010

CAT AWARDS 2011





SERVICING AND MAINTENANCE

We offer a full servicing & Maintenance service to our customers. **ABP Service all cars to manufacturer specification therefore maintaining warranties & correct service history!**
The advantages our service gives you over & above the dealers (or stealers!) are:

- **Enthusiastic passionate staff**
- **Guaranteed level of personal service**
- **Full range of services including modifications**
- **Competitive Labour prices**
- **All makes / models worked on**
- **No problems with imports**
- **One-Stop tuning shop**

Full range of servicing / maintenance available including timing belts, clutches, brakes, suspension & steering work.
Please phone with your exact requirements and we will be happy to advise and give competitive prices.

WHEEL ALIGNMENT & SUSPENSION GEOMETRY



- **Vague Steering?**
- **Steering wheel miss-aligned?**
- **Excessive or uneven tyre wear?**
- **General poor handling?**

Lots of Japanese cars have fully adjustable wheel alignment, castor adjustment & camber adjustment both front and rear. Manufacturer's geometry specifications allow for very generous tolerances which can lead to poor handling, excessive tyre wear, vague steering feel and even reduced MPG!
ABP can 'blueprint' your suspension geometry settings allowing you to benefit from maximum steering response & improved grip along with improved tyre life and increased economy. We have the latest computerised 4-wheel alignment equipment and are able to optimise the geometry settings on your car.

ABP can also offer unique FAST ROAD settings for many cars offering improved handling and turn in by introducing more extreme alignment practices. We can also set your geometry up to your own individual spec for track use or drifting etc.

Please phone for exact prices on your car & prepare to feel the differences immediately.

Examples

Full suspension 4-wheel alignment check and report (no adjustment)	£55.00
Front Wheel Alignment check & adjust	from £35.00
Front & Rear Wheel Alignment check & reset	from £75.00
Subaru Impreza Turbo / STi / WRX & Mitsubishi EVO 5-10	£135.00

Check and reset front & rear Wheel Alignment & Camber angles to Fast Road spec

HONDA S2000 Check and reset front & rear Wheel Alignment; Camber and Castor angles to Fast Road or Honda spec	£140.00
Honda Civic Type R EP3 ABP Fast Road suspension geometry set-up (Including front camber bolts)	£155.00

This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling and reduced tyre wear!

Honda Civic Type R FN2 ABP Stage 1 Fast Road suspension geometry set-up (Including camber bolts)	£135.00

This set up includes supplying & fitting adjustable front camber bolts, reset the front Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling.

Honda Civic Type R FN2 ABP Stage 2 Fast Road suspension geometry set-up (Including bolts & rear shim kit)	£224.00

As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.

SUSPENSION AND LOWERING

ABP can provide various levels of suspension tuning for all Japanese vehicles. We offer a full fitting service on over 7 manufacturers lowering spring options, numerous sports shock absorbers and many complete adjustable suspension kits including fully adjustable coil-over kits.
Spring kits available from EIBACH, TEIN, SPAX, H&R, GMAX, KW and Pi
Shock Absorbers available from KONI, BILSTEIN, KW, SPAX and EIBACH
Suspension kits available from EIBACH, KONI, BILSTEIN, TEIN, KW, H&R, SPAX & GMAX

Lowering spring kits supplied & fitted	from £295.00
Sports suspension kits supplied & fitted	from £445.00
Fully adjustable coil-over suspension kits supplied & fitted	from £820.00

Phone ABP for a price on either lowering or making your car 'Really Handle!'

FITTING PRICES

ABP can fit all of the parts that we sell and we are also happy to fit customer provided parts in our workshop.

Here are some general fitting prices for our workshop:

Sports exhaust systems fitting	from £55.00	Wheel alignment checks	from £55.00
Performance air filter induction kits fitting	from £55.00	Timing / Cam belts fitting	from £82.50
Brake discs & pads fitting	from £82.50	Clutch kits fitting	from £165.00
Big Brake conversion kits fitting	from £110.00	Pre / Post Track day check-over	from £55.00
Suspension kit fitting	from £165.00		

Please phone ABP's workshop on 01270 567177 for accurate prices on fitting parts to your car or to arrange a workshop booking time.

ALL CARS CATERED FOR – PLEASE CALL

All labour prices do not allow for seized, broken or damaged components on your car.


new Emotion CR2P
BRIDE
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With a Jackson Racing supercharger grafted onto his K20 engine, David Taylor's Civic Type R essentially has the same running gear as an Ariel Atom. Topped off with a large dose of show-stopping looks and there's no doubt he's onto an all-round winner…

Words: Sam Preston
Photos: Remedi Photo Media





In David's eyes, function has always prevailed over form when it comes to cars. "My uncle was a big influence on my taste in vehicles when growing up," he recalls. "Seeing his V8-powered Bedford pick-up with a supercharger poking out of the bonnet tearing around gave me my first proper taste of speed, and I was hooked!"

Now it's fairly unsurprising to discover that David's very own motor, a 2003 Civic Type R, is also hiding a whining supercharger under the bonnet. Far from content with just leaving it there, however, he thought some killer looks were needed to signify that this was far from an ordinary Honda. With some serious passion and commitment, his ballistic-yet-beautiful Type R proves that it's possible for function and form to work exceptionally well together side-by-side.

David had developed a soft spot for the EP3-shaped Civic since the day he sat down and sifted through the classifieds in search of a replacement for his ageing Vauxhall Corsa. In fact, this is his second love affair with the particular model. His modifying story started out in a similar vein to that of many other EP3 owners: Eibach springs offered handling enhancements and a subtle drop, while a set of Enkei alloys from an Evo VIII sharpened up the appearance of his Nighthawk black hatch. Most people would be content with these effective enhancements but David wanted more. "I started toying with the idea of saving for a supercharger," he tells us, highlighting his realisation that his car could soon be completely transformed beyond recognition if his big ideas materialised. The only thing stopping him, as most of us can relate to, was that funds for the project were far from limitless. A strict plan was therefore drafted up involving David and his dad carrying out much of the installation work from home. So when the right kit cropped up on a forum a few months later, it was with tentative optimism that he courageously hit the 'buy' button.

The Jackson Racing supercharger and Honda's K20 engine are known to work famously together to supply some ridiculously hilarious results. The kit is about as close to a plug 'n' play affair as it gets, with only a surprisingly small amount of tweaks coming between you and the monumental quantities of fun on offer. We're not sure if this is more of a testament to the clever engineering behind the supercharger or the sheer strength and reliability of the engine but no one can deny



"You have to hold onto the steering wheel a lot harder now once it gets going!"





that this pairing isn't one of the most successful since Torvill and Dean first took their first steps onto the ice together.

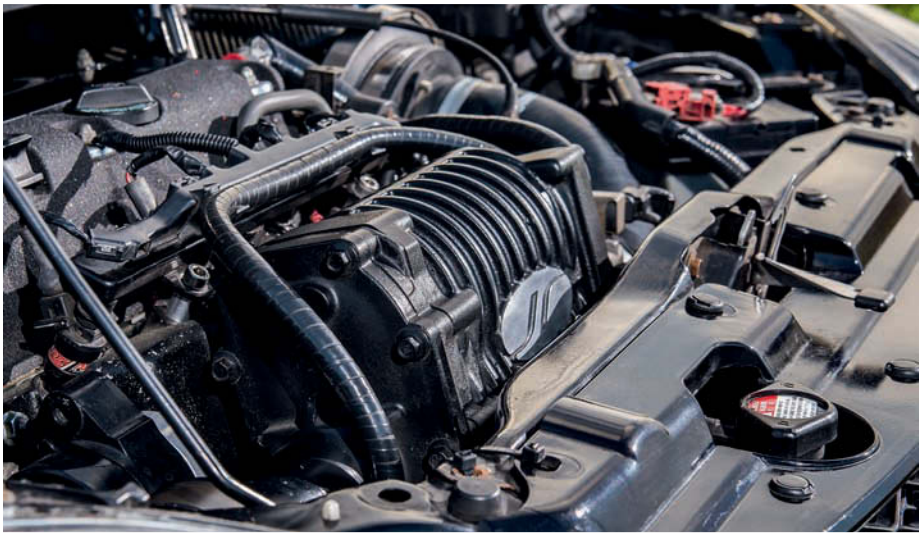
So, off came the induction kit, throttle body and inlet manifold to make room for the surprisingly compact Roots-style Eaton 'charger which has developed a reputation through Jackson Racing as being notably efficient and well-behaved. Once it was sitting pretty under the bonnet, David and his dad carefully fitted a 4-2-1 exhaust manifold before wiring in the bigger fuel injectors, and that was amazingly the majority of the hands-on stuff sorted. "It was actually pretty easy to fit. If you're mechanically-minded and want to have a go yourself it's fairly straightforward," David modestly says. Aside from a small piece of dirt causing some issues in the idle control valve, the car was now ready to have its wires fettled with.

We all have personal horror stories of wiring nightmares when working on cars, so David sensibly didn't take any chances when it came to fiddling with the brains of the build. He employed Californian-based Hondata to ship him a chipped ECU over which was primed and ready for the anticipated extra power. The car was then limped over to Sheerness-based CPL Racing where some extensive dyno time ensured that the car still behaved itself throughout the rev range (which was itself increased to allow for a howling 8750rpm redline). As the guys finished up and shut down their laptops, David realised that this was it. Just a couple of months after the supercharger arrived at his front door, the whole conversion was complete.

With no running-in period to worry about as you'd get with something like an engine rebuild, David's right foot was free to be as heavy as he pleased on the scenic drive home from CPL Racing. We won't beat around the bush with how it was, with David summing it up nicely for us in just one word: "Insane!" Yep, that's what you'll get when you have 299.7bhp at the fly to play with in a lightweight hatchback. "I am a bit gutted it didn't quite reach 300bhp but it's just a coincidence and I'm pleased it's kicking out such a healthy amount of power," he grins. "There's no torque steer, it's still a Honda after all, but you do have to hold onto the steering wheel a lot harder now once it gets going!" David explains, showcasing yet another success story of a K20 engine dealing extremely well with a bit of boost added into







Performance: 299.7bhp at 8750rpm, 165mph+ top speed (claimed), 0-60mph in low 5secs (claimed)

Engine: K20A2 2.0-litre i-VTEC with standard internals, Jackson Racing M62 Roots-style Eaton supercharger with 8psi pulley, CPL Racing RC 650 fuel injectors, uprated fuel pump,! remapped K-Pro ECU, DC Sports 4-2-1 exhaust manifold, Tegiwa cat-back exhaust system, Tegiwa carbon fibre induction kit, repainted rocker cover, flush spark plug cover

Transmission: Standard six-speed close-ratio Type R gearbox

Chassis: 9x17" Advan SA3R wheels resprayed in Rover Nightfire red, 205/45/17 tyres, 15mm hubcentric spacers on rear, 5mm hubcentric spacers on front, MeisterR adjustable coilovers, JDM EP3 rear anti-roll bar with polyurethane bushes, Hardrace rear camber arms, Hardrace drop links all-round, universal front strut brace, polyurethane engine and gearbox mounts

Exterior: Mugen replica front splitter, Mugen replica rear spoiler, facelifted headlights with evil eyes installed, Climair wind deflectors

Interior: Premier Edition Recaro seats, OEM steering wheel retrimmed in Alcantara and Nappa leather, Blox weighted gear knob with Tegiwa short-shift conversion

Contacts/Thanks: Fyse for rolling my arches and always helping to get my car noticed, Adam for always being there to lend a hand, my girlfriend for pushing me to buy cool parts for the car, Dave Powney for setting the feature up and, last but by no means least, my dad, without whom none of the build would have been possible. He's always been behind me no matter what



The hunkered-down wide stance is by no means just for show

the mix, all with the addition of an inspirational squealing soundtrack to back up the i-VTEC's already delicious acoustics.

But we must tear ourselves away from this car's amazing performance capabilities and flame-spitting temperament for one moment as the next chapter of David's story picks up merely a few days after he sorted out his drivetrain. "I've always liked the idea of a car that gets noticed but in my eyes this should only come after the power is sorted out," he confesses. Now with an EP3 with over 50% more power than standard sitting outside, then, what was he going to pull out of the bag in terms of the way the car looked?

The changes to the exterior are restrained, with just a scattering of well-thought-out, premium tweaks being applied here and there. Restrained, that is, apart from what is lurking under each wheel arch. If you've had a chance to look through the photos already, you'll have no trouble in realising that it's undoubtedly the wheels that are the centre-point of the build. The three-spoke style of the Advans should be instantly recognisable amongst JDM fans but their application on an EP3 is a bold and unusual choice. Aren't they always the best kind of choices, though? It certainly seems so here, especially in the inventive Rover Nighthawk hue of red that they've been finished off in.

"Funnily enough, another one of my uncles had an old Ford with tri-spoke alloys on it, so as soon as I saw the Advans I just fell in love," David explains. "The set I bought were nine inches wide at the back and eight at the front but I eventually replaced the front ones so they were nines, too," he tells us. There's no denying that the square setup looks fantastic, especially with the car hunkered down on MeisterR coilovers. As you'd expect with such a potentially fun car, David's steered away from crazy negative camber, although the car is sitting towards the lower end of the suspension's spectrum, meaning that a touch of arch rolling was in order to accommodate the meaty hoops. "This is my daily ride height and so far it's been fine, apart from the inevitable speed bump problems," David reveals, supplying us with further evidence with how well modern


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“I knew it needed to be slammed as much as I could get away with but it still drives fantastically”

Hondas take to static dropped ride heights. “If I wanted to get noticed at shows, I knew it needed to be slammed as much as I could get away with but it still drives fantastically, which is the main thing,” he adds.

The OEM+ feel continues inside, where David has made some seriously clever choices to allow his car to stand out while retaining the premium feel it left the factory with. Some Recaro seats from a Premier Edition EP3 work well with other great touches such as the Blox weighted gear knob and suede surround. But it’s the steering wheel that’s perhaps the main talking point of the car’s innards. “I saw someone at the JAE show had a full Alcantara-covered standard wheel on their Civic, and found out they’d got it retrimmed by a company called Royal Steering Wheels,” David recalls. He promptly contacted the company to get his ropey standard wheel enhanced with Alcantara sides and a tasty Nappa leather top section. As the company adds the new material over the top of the old, the end result is a chunky, fresh rim which makes for a great alternative to buying an aftermarket wheel for those who wish to retain something of a plush cabin.

All in all, David’s Civic is a surprisingly pleasant place to be. Sure, when he floors it all hell breaks loose. But pootling around town, the cabin is comfortable, smart and fairly quiet. Keeping a restrained eye and only improving the formula where totally necessary has created a car that is just as happy on the centre stage at a show as it is screaming its way around race tracks. Definitely very versatile then, which David intends on making full use of in the coming years. “It still seems weird going 160mph in an EP3,” he says with a grin towards the end of our day with the car. Make no mistake, this is no ordinary Honda Civic

➲ How do I supercharge my Civic Type R?

Buying a kit from Jackson Racing will give you everything you need to bolt a supercharger onto your K20 engine, although there are several other factors you’ll need to think about before turning the key and getting out on the road.

Superchargers work by pumping a larger amount of air into the engine than normal, allowing the motor to work harder, therefore producing more power. In order to do this, though, the amount of fuel entering the engine also needs to increase. Bigger fuel injectors and a more powerful fuel pump should do the trick. You’ll need to get a tweaked ECU which will need to be custom mapped for each individual car to ensure the fuel/air mixture is correct. Many supercharged Civic owners also recommend opting for some ‘colder’ spark plugs (designed for a higher compression engine) when undergoing this conversion. As is the case with most cars, a decent inlet manifold, air intake and exhaust system will help performance massively here.

The K20 engine of the Civic Type R has always been known as a solid little motor. Hundreds of people have run supercharger kits for many years on this lump with no internal modifications whatsoever. David’s car shown here wasn’t a particularly low-mileage example before he started out, but the fact that it’s taken so well to the conversion shows just how much these cars can take.

We’d recommend getting onto some of the info-packed Honda forums and also checking out Jackson Racing’s website (www.jacksonracing.com) if you’re planning to build a supercharged Civic yourself.



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TAKE A WALK

There were lots of wide-arched R35s at SEMA but d.two industries' Liberty Walk-kitted rendition was one of our favourites.

Words: Andy Basoo
Photos: Brad Sillars


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It's fair to say the R35 GT-R has been hugely important to the Japanese tuning industry. When many manufacturers were winding in their performance offerings for financial reasons, Nissan hit the world with the GT-R, the rebirth of an icon after the withdrawal of the infamous R34 Skyline GT-R. The model provided Japanese car enthusiasts something to aspire to owning and gave specialists a much-needed new model to develop aftermarket parts for.

The flagship Nissan also managed to do something that few other models ever have: it managed to build bridges between Japanese performance cars and those from European and American makers. What we mean by that is the GT-R was so good out-of-the-box, so mind-bendingly fast with so much physics-defying grip, that it blew most of the competition out of the water. It made everyone want to drive and own a GT-R, even when offered the keys to something more exotic. It drew in a whole new audience to this wonderful tuning scene that we all know and love.

Freddy Bracero, the 42-year-old owner of this example is one of these individuals. "I was into the low-rider scene back in the day," he began. "They were the hottest things around in the Midwest back in the Nineties. I actually had a Nissan King Cab that was painted candy Brandy Wine with a plush interior, four 12" subs, an '88 Maxima front end and 100-spoke Daytons. The looks I used to get in that were the greatest. It was actually my first Japanese car."

Despite both being from Nissan, you couldn't really get two more different vehicles than a King Cab and a GT-R, and yet you can see similarities in the tuning direction that Freddy has taken both cars: adjustable suspension; slammed to the floor; aggressive wheel fitment; and extreme styling. There's a clear theme running through both builds. But this one was never meant to end up this extreme. Freddy probably thought he'd left those days behind him.

Along with his business partner, Derick Szyda, Freddy set up d.two industries (d2 ind) about three years ago. Both of them have been seriously into cars for as long as they can remember with Derick's first Japanese car being a 350whp 2005 Impreza WRX STI. The company can pretty much take on any automotive request from basic servicing to full builds like this one, but the two biggest components to the business are aftermarket performance enhancements and vinyl wraps.

So how did this particular project unfold? Well, as previously mentioned, this is Freddy's own personal car. He bought it used from a dealer with just 4000 miles on the clock. As such it was in mint condition. "The GT-R was a car that I'd wanted to have since it came out," he explained. "It's an unbelievable machine but after I purchased it I soon realised that stock was not for me. I've never really been into track days and track cars, and to be honest I'm not really too interested in building amazing street cars. Ever since my low-rider days I've just built cars for me. I want to be able to step back and say 'I built this' you know?"

At this point, though, Freddy still wasn't thinking about building a full-on show car, he just wanted his GT-R to have more aggression behind the wheel. "There was never any real plan or goal in terms of power," Derick explained. "If anything, the only plan was to retain as much OEM feel and drivability as possible. We still have a couple of parts to throw in but once those are in and the car retuned we are expecting around 630whp." We love how blasé Derick is in terms of this car's performance but perhaps he's doing d2 ind a little disservice. "It was market research and experience from previous builds that helped us choose what parts to use," he continued. "It's like anything. If you find something that works, well, you end up using it again in future builds."

First up, then, was enhancing the R35's breathing. Agency Power downpipes were added, followed by a Meisterschaft mid-pipe and axle-back system. As well as releasing extra power, the exhaust system also opened the VR38DETT's vocal range beautifully.

To bring incoming air to proportionate levels of that being spent, a Cobb Big SF intake system was installed along with a pair of Nissan MY12 OEM turbo inlet pipes. With the V6 now breathing heavier, d2 ind then




"The most complicated part of the build was getting the nerve to cut the body"
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Sumptuous Liberty Walk wide-body kit and Air Lift suspension are a killer combo on the GT-R







wanted to make sure operating temperatures were being kept at optimum levels, so ordered an intercooler system and blow-off valve from Forge Motorsport in the UK. These were plumbed-in, along with an AMS coolant expansion tank, completing the engine modifications… for now at least. "When all of that was said and done," Derick continued, "we had Shareef at Forged Performance square away the tune on the car. Winter was soon going to set in, so after that we put the car away for a few months."

It's amazing what a little contemplation time can do. When you take a step back from things and clear your mind, you often get a whole new perspective that you simply didn't see before. That was the case for Freddy with his R35 as, after winter, the decision was made to send the car over to Air Lift to have a full air suspension system built.

Air Lift's main office is only a few hours from d2 ind and with d2 ind being a an official dealer, it was a no-brainer to choose this particular setup. Okay, so it wasn't quite that simple. It took a few months from Freddy's initial enquiry before Air Lift took on the project, the reason being Corey Rosser and his team were still developing and perfecting the GT-R application of its highly-rated three-way adjustable technology. Eventually, the 'when are you bringing the R35 bud?' text came through, the deal was done and the car was loaded up on a transporter. Air Lift had the car while the weather improved. The suspension specialist also wanted to carry out some track testing of the R35 kit to make sure the handling dynamics were spot-on for the powerful 4WD Nissan. "As far as performance is concerned," Derick told us, "it is greatly improved. I would never run anything other than Air Lift on our cars as you simply can't beat the performance. The guys have carried out multiple tests and uploaded the videos to YouTube. You can even see our GT-R in one of them."

When the car was delivered back to d2 ind, the team didn't actually have much time to enjoy it before our friends from Speedhunters came and picked it up. The guys were taking part in the Gold Rush Rally and what better car to do it in than a 630whp R35 with air suspension? Fast-forward another month and the opportunity arose to display the car at SEMA 2014 on the Air Lift stand. It was an opportunity that neither Freddy nor Derick wanted to pass up. Parking up an externally stock GT-R at a show like SEMA, though, just wasn't going to cut it so the decision was made to go wide arched. "The Liberty Walk kit was the first one I saw and I really liked it," Freddy let on. "The Rocket Bunny kit wasn't actually ready so the Liberty Walk was the one we went for. I think it's cleaner than the Rocket Bunny kit."

The team had less than a month to get the


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"The plan was to retain as much OEM feel and drivability as possible"

Engine & Transmission: 3.8-litre VR38DETT V6 twin-turbo, Cobb Big SF intake system, Nissan MY12 OEM turbo inlet pipes, Agency Power downpipes, Meisterschaft mid-pipe, Meisterschaft axle-back, Forge Motorsport BOV, Forge Motorsport intercooler system, AMS coolant expansion tank, carbon fibre engine cover

Chassis: 11x20" (front) and 12x20" (rear) three-piece Rotiform SNA wheels with polished copper centers and brushed satin lips, shod in 285/35 and 315/30 Toyo R888 tyres respectively, Air Lift three-way adjustable air-suspension, Air Lift Autopilot V2 management

Exterior: Liberty Walk Performance wide-body kit, Avery Gloss Gray vinyl wrap

Interior: OEM GT-R trim, Polk Audio amplifiers (x2), Polk Audio subwoofers (x2)

Contacts/Thanks: d.two industries (www.d2ind.com), Liberty Walk Performance (www.libertywalk.co.jp), Rotiform Wheels (www.rotiform.com), Air Lift Performance (www.airliftperformance.com), Toyo Tires (www.toyotires.com)

car show-ready and as anyone that's ever embarked on fitting one of these kits will tell you, that's not an ideal time constraint!

"The most complicated part of the build was probably getting the nerve to cut the body," Derick laughed. "It took patience, patience, more patience, a steady hand and lots of 'oh no, we just cut up a $100k car' moments!" You have to disassemble the car, tape up the wings and quarter panels and mark out the cut lines. A double shot of bravery and mind disconnection is then required before finally cutting into the panels. The results were well worth it, though. And with an Avery Gloss Gray vinyl wrap applied, the R35 looks stunning. Another hurdle that needed overcoming was refabricating sections of the front mount intercooler. The Forge item comes with an effective shield that directs air to the core. Unfortunately, this didn't fit with the new bumper skin so it was removed by Seen It and new blanking plates made up. It was tricky job but the intercooler was returned to d2 ind fit for purpose.

The decision to opt for Rotiform wheels was any easy one for the d2 ind team, too. The guys there had known headman Brian Henderson on a personal level for quite some time, and with Brian having perfectly fitted-out other Liberty Walk cars there was no better option in their minds. "As far as fitment goes, we owe it all to Brian," Derick conceded. "He was in charge of the sizing. We just specified the colours and type." So three-piece SNAs were chosen with polished copper faces and brushed stain lips. Up front sit 11x20" versions and out back colossal 12x20" renditions fill the arches. Toyo Proxes R888s were chosen to provide some sticky dry weather grip, but you wouldn't want to be caught out in the rain in this thing!

It took countless late nights but d2 ind managed to complete the build in just three-and-a-half months, meaning it was sitting pretty and starring in Las Vegas back in November. What started with Freddy simply wanting to own a GT-R, quickly escalated into a full-on SEMA build for d2 industries. Obviously this wasn't the only wide-arch R35 at the event but it was certainly one of the cleanest and most tasteful. With the show excitement over though, Freddy is now left with a machine that he can step back from and say 'I built that'. While the project moved forward quickly, it's still been crafted with Freddy's exact tastes and preferences in mind, meaning he can be proud and enjoy driving this impressive R35 day in, day out. The fact it now acts as a stunning d2 ind demo vehicle too is simply and added bonus

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1 Featured: "Ultimate" Intercooler Kit

R35 GTR INTERCOOLER KIT BY PRO ALLOY

Its always been our intention to do something a bit special with this car as its tuning potential is immense and they seem to be falling into the hands of Nurburgring bashers, track day nuts and fast road enthusiasts alike and for sure its going to be fairly hard to find an un-modified car in a year or two. With this in mind we thought it would be a neat idea to build our new range of products so everything is reversible... by this we mean you won't have to cut, bend, adjust or modify any part of the car to fit our parts and with regards to the intercooler kit, there are no modifications required to the OEM plastic cowlings or alloy bumper bar so of course, no compromise to safety. Everything you need is supplied in the box and when you are done with the car, take the kit of and sell it! For the intercooler, we have built two different versions, The "Pro" and the "Ultimate". Both coolers have the same core and hand-built end tank design, and are supplied with an alloy air scoop fitted to the cooler and of course all the mounting hardware to fit the cooler. The main differences are in the pipe work...

"Pro Spec" Intercooler Kit Most of the original boost pipe work and oem filters (or aftermarket) are retained - this kit is ideal for those not aiming for 4 figure BHP levels or for people who may have already invested in an aftermarket boost pipe and air filter set up. **£1914 inc VAT**

"Ultimate" Intercooler Kit Boost pipes, bespoke air filter pipes and filters, silicone hoses etc are supplied with this kit, but the big advantage of this set up is the configuration as we re-route the flow of the cooler making a much shorter and more responsive boost pipe run, we also re-site the air filters to grab more cold air from the front of the car and supply complete with 80mm MAF pipes, ideal for 4 figure BHP cars!. **£3300 inc VAT**

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BEHIND THE SCENES: HRE WHEELS



HRE makes some of the finest and most desirable wheels around. We paid a visit to its LA headquarters to have a look behind the scenes…

Words: Stuart Gallagher Photos: HRE



Where the magic happens: HRE's immaculate headquarters is a very special place to be











Efficiency; it's the buzzword of the automotive industry and every manufacturer is on a congested path to produce the most efficient vehicles it can. But if you look beyond the global manufacturing plants and the marketing strategies you'll discover a world of specialists who have been working the efficiency strategy to a far greater detail, quality and for longer than any car manufacturer. Companies such as HRE Wheels, the US-based wheel manufacturer that has made it its goal to produce not only some of the most striking wheel designs on the market but the lightest, strongest and most efficient, too.

You'll notice there's no bold claim to the be the biggest; being the biggest means you increase the pressure on being efficient, and it also takes your eye off the ball when it comes to quality. And if there's one thing HRE prides itself on, it's that quality comes first. This has been paramount to its success.

So what makes HRE's alloy wheels different to the competition? Possibly being based on a small industry complex just off the Pacific coast's Highway 1, south of Los Angles, is one big factor. The company's HQ is no belching industrial powerhouse but rather a small complex that with a bit of a refit could house an accountancy firm. Instead, behind the mirrored glass a sequence of events take place that results in an end product that won't fail to impress even the most blinkered driver who thinks a car's wheel is nothing but a device to mount a tyre to.

From the design of each wheel to the shipping of each finished set, every process is handled on this one site, and the staff outnumber the automated machines, despite a recent multimillion dollar investment in the latest milling machines. The only process that isn't carried out at the Vista HQ is the manufacture of the forgings, which are produced up the road at the same company which produces the forgings for Boeing.

HRE started as a motorsport wheel specialist in 1978 before expanding into road wheels in 1983. In the mid-Nineties the company was acquired by an investment firm who had the intention of streamlining the business with a view to moving it on for a small profit soon after. Nearly 20 years on the same investors still own the company and HRE has reinvented itself as one of the world's premium wheel manufacturers. Today, HRE CEO Chis Luhnow leaves the day-to-day running of the company to its president, Alain Peltier, an engineer by profession who joined in 1999 when looking for a new role away from his aerospace career that fulfilled his passion for cars; a car guy running a car related business is always a good thing.

So what's the big deal about fitting lightweight wheels? Don't they need to be strong to do their job and that's about it? "A strong wheel doesn't have to mean a heavy wheel," says Peltier, who has been instrumental in the design of some of HRE's most successful wheel designs. "If you mix design with clear engineering principles you will achieve the product you want without compromise. Our philosophy is for a wheel's designer to be involved in every process of a wheel's production, so they need to understand the engineering that goes into making a wheel that works. They also need to know how the production process works, so they understand what is and isn't possible.

"We don't have a culture of the designers handing their design to the engineer, who then

tweaks it to suit their needs and who then hands it to a production manager who makes changes to suit his requirements. The wheel's designer oversees the whole process – from design, to production, and on to the testing stage. This philosophy means we can have a no-compromise approach to every wheel we design and produce."

This engineering-led philosophy doesn't appear to have any negative effect on how the wheels look; in fact, it enhances them. There's a solid, purposeful air to how HRE's wheels are presented. They look like intricate and precisely engineered pieces of aluminium. Which, of course, is exactly what they are.

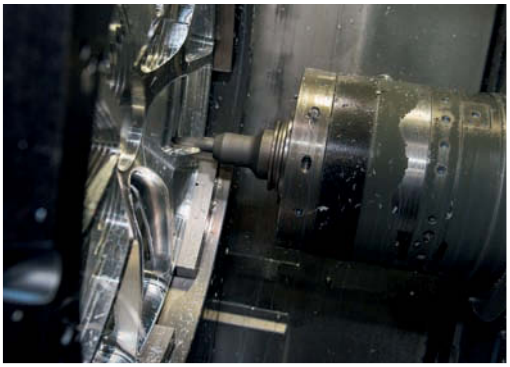
The process of producing such a wheel starts with a design which has to evolve with each generation of new car without forgetting the outgoing models that owners still cherish. The design process – which can start as a formal design on a CAD system or just a sketch on a whiteboard in someone's office during an impromptu brainstorm – is eventually finalised and optimised on screen using software that not only prepares the final drawings but processes the crucial engineering data the designer requires to make sure the wheel is going to work.

"With every design there are different stress points on the wheel," says Peltier. "We spend most of our time coming up with designs that are instantly recognisable as an HRE wheel but with no compromise to their strength and, of course, they have to be as light as possible." The finished design is programmed into the milling machines that take the solid pieces of forged aluminium and painstakingly cut out each individual design element. Depending on the design, it can take anything from three hours to a whole day to complete one wheel. When you see the size of the bins that collect the tiny waste shavings of aluminium you get a sense of just how intricate this machine process is. Each machine is constantly manned throughout the process to allow regular inspections of the quality of the machining. It's also at the machining process that we get a glimpse of just how far the company goes in its quest to produce the lightest possible wheels. To make genuinely light wheels the design team had to think of innovative ways to lose weight without sacrificing strength or safety. One of these solutions is how the back face (the inside of the wheel) is machined. Where possible, every piece of unnecessary aluminium is machined away. If a gram can be saved by removing a half millimetre square of aluminium on the inside of every wheel spoke, then it will. This may add time to the process but, crucially, it saves weight.

"We could have a production line producing more sets per hour than we do in a week but we wouldn't get the quality and we'd only know of a problem when the wheels came off the line. By then it's too late and it's a hugely wasteful way of doing what we do," explains Alan.

Despite the accuracy of the machining and

















Each wheel is hand-finished to only the highest of standards









CONTACT:
HRE Performance Wheels
(www.hrewheels.com)

the lathes, the next stage is possibly the one HRE is most proud of. Each wheel is hand-finished by a small team with an eye for detail like no other. Every set of wheels is made in a batch of four and each set is hand-finished by the same person to retain continuity in both finish and quality.

On the rare occasion a wheel has come from the lathe with an imperfection it's the finishers who will spot it and place it on the reject pile (it's a very small pile as the original forgings are all individually inspected before being selected for machining; any forgings with the tiniest imperfection are rejected and returned to the supplier. This is quite a big pile but then HRE is a no-compromise business). From the finishing area each set of wheels, which by now have been stamped with their own serial numbers, are wheeled across the facility to the cleaning and powdercoating bays.

After being cleaned of any contaminants each set of four is placed in a paint booth to be powdercoated and finished as required by the customer. "Like the machining part of the process, I'm sure there are experts who could tell us we could speed the powdercoating process up with a production line setup but while we'd paint more wheels in a day we'd also have more wheels that weren't finished to the standard we expect of ourselves," says Peltier. "Powdercoating and painting each set of wheels by hand at the same time, in the same conditions is the only way we can produce the finish we strive for and the continuity our customers expect and that we demand of ourselves."

But the process isn't finished here, because there is one final production stage each set of wheels has to pass through: the hand polishing. Working under the cleanest of conditions and under direct lighting each wheel is scrutinised and hand-finished. If the customer has specified a high gloss paint finish, every surface will be polished by hand to the highest standard, even the backs of the wheel that will never see the light of day. And, of course, each set of wheels are made to the client's exact offset and size for their car so there's no need to fit spacers.

Of course, such attention to detail doesn't come cheap and for a set of HRE's wheels you will be looking at an outlay of between $5000 to $10,000, and that figure will depend on which style and construction method – one-piece, three-piece forged wheels or the company's new FlowForm cast wheels – you go for. Quality costs, though, but should you require further convincing, the world record holding Shelby Ultimate Aero set its amazing 251.15mph record on a set of HRE wheels. So what's the benefit of this process and outlay? Aside from a set of finely-honed and meticulously-engineered set of alloy wheels, the dynamic benefits come from the reduction of unsprung weight, the consequences of which are far reaching and will have nothing but a positive effect on how your Japanese project car performs

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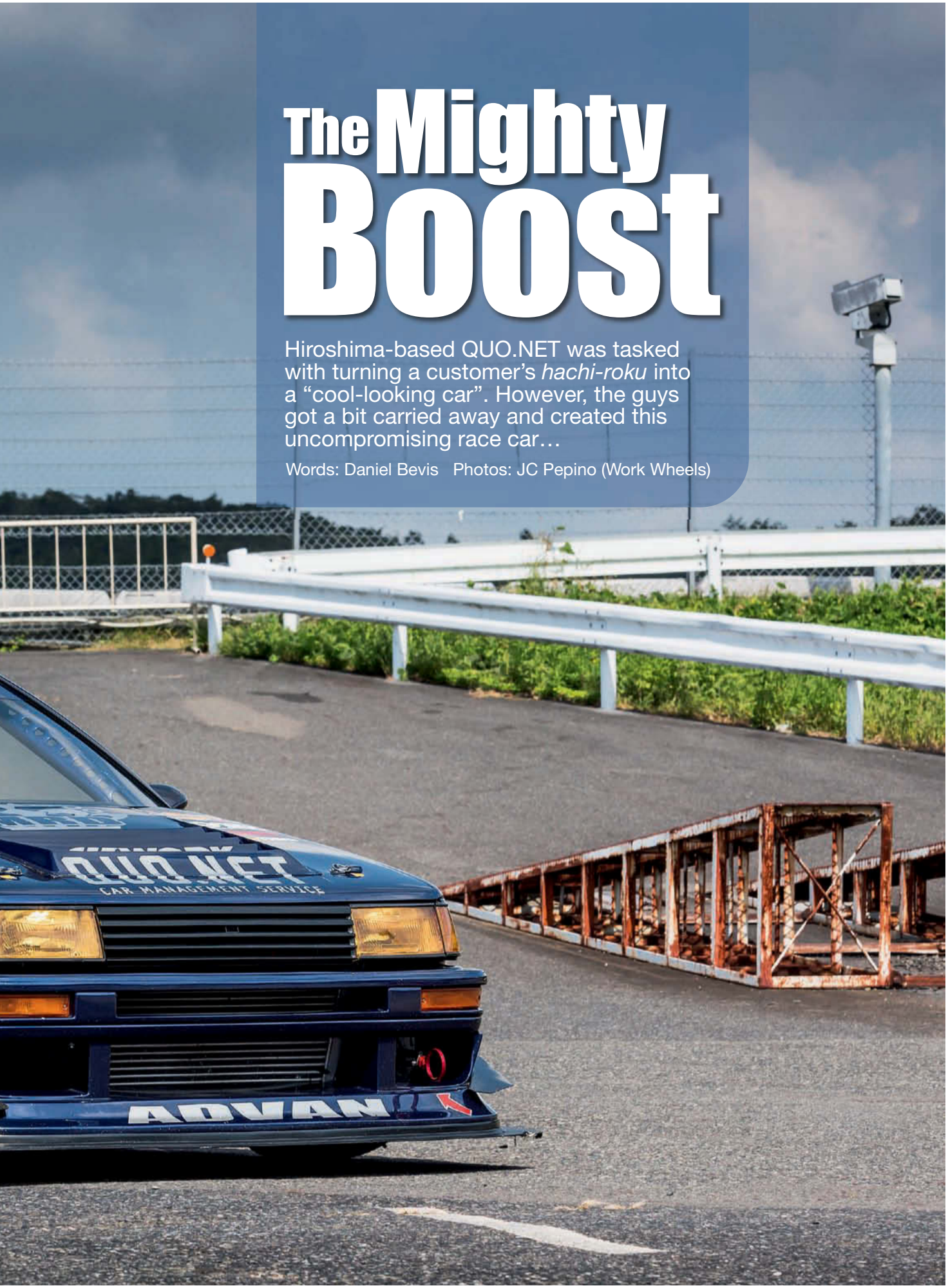
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The Mighty Boost

Hiroshima-based QUO.NET was tasked with turning a customer's *hachi-roku* into a "cool-looking car". However, the guys got a bit carried away and created this uncompromising race car…

Words: Daniel Bevis Photos: JC Pepino (Work Wheels)





Performance: 276bhp at 6000rpm, 246lb ft of torque at 5800rpm

Engine: 4A-GE 1.6-litre 16v four-cylinder, 4A-GZE (supercharged variant) cam cover, 9:1 compression ratio, ported head, 272 cams with 8.35mm lift (intake and exhaust), Toda cam pulleys, 4A-GZE pistons, AE101 con rods, balanced AE92 crank, TRD valve springs, 4A-GZE oil pump, 1JZ 70mm throttle, 1.5mm metal head gasket, Freedom computer, Bosch fuel pump, NGK racing plugs, ATL fuel cell, Lancer Evo III 534cc injectors, Sard fuel pressure regulator, KKK/Trust K26 turbo (21psi boost), HKS wastegate, modified FD3S RX-7 Trust intercooler, HPI air filter, custom 38mm exhaust manifold, 76.3mm front pipe and 80mm rear exhaust, Setrab 34-row oil cooler, modified FD3S RX-7 Koyo radiator, Toyota multi-spark ignition, swirl pot

Transmission: Nissan RB20 gearbox,

With 32 years having passed since Toyota first unleashed the AE86-generation Corolla onto the world, it's hard to know whether it had an inkling back then of just how iconic and revered the model would become. Yes, it presumably had a fair idea that it'd be a hit among the more enthusiastic motoring public, given the sheer level of development and research that went into hammering the thing together; revvy twin-cam motors, light weight, rear-wheel drive, and a playfully honed chassis are not things that come together by accident. But the level of excitement that the AE86 still generates over three decades later would surely make the designers and engineers very proud indeed.

The great thing about the model is that there are a few variants to choose from (fixed-headlight Levin, pop-up light Trueno, hatchback, coupé), and each one acts as a blank canvas. People have been tweaking and honing these cheeky little poppets since they first blasted onto the scene and there's pretty much nothing that hasn't been done to them. Perhaps that's why Hiroshima's QUO.NET decided to cram in as many revolutionary and exciting ideas as it could into this one lucky 1986 Levin coupé?

This is one of those builds that's bursting at the seams with awe-inspiring details and engaging content; the sort of car that, once you've gazed open-mouthed at the photos and cast an eye over the spec list, makes you need to sit in a dark room for a while with a mug of hot, sweet tea, before your brain recalibrates itself to deal with the complexity of it all. It remains true to the spirit of the *hachi-roku* and yet cherry-picks the best bits from Mazda, Nissan and, of course, the aftermarket to create something that's frankly unbeatable. It's simultaneously cute and scary, like a zombie koala or a Care Bear that's gone feral.

One of the first things you'll notice when you look under the bonnet is the 4A-GZE motor – or rather, what appears to be one at first glance. The GZE was the supercharged version of the celebrated 4A-GE 1600, appearing in JDM Corollas and Sprinters as well as North American MR2s, the big giveaway being the word 'supercharger' on the cam cover. But this is just smoke and mirrors in this instance, as casting your eyes slightly to the right will reveal that this Toyota is, in fact, turbocharged. The GZE cam cover actually sits atop a regular 4A-GE but it's not a way of tarting up a stock engine; no, as if the KKK/Trust K26 turbo wasn't enough, there's all sorts of engineering chicanery going on within. The pistons are from a GZE, mated to con rods from an AE101 – the seventh-gen Corolla – and a balanced crank that originally called an AE92 home, the AE92 being the sixth-generation Corolla (the AE86 was, of course, fifth-gen). All starting to sound a bit incestuous? Well, fear not, as it's not just compact Toyotas that have been pillaged for optimal performance parts. The 534cc injectors are the kind you'd find in a Mitsubishi Evo III, while moving further from the block you'll spot a heavily reworked intercooler and radiator, both of which were first destined for an FD3S Mazda RX-7. The concept here is very much about finding the best parts for each individual task, rather than worrying too much about originality. Performance trumps provenance.

The rest of the drivetrain is equally varied and disparate. That gearbox? That's a Nissan RB20 unit and it's working in tandem with an OS Giken clutch and a Cusco LSD to get all of that rasping, spitting horsepower through those rear wheels and onto the Tarmac as effectively as possible. This is no slippery drift machine, you see but a forthright circuit racer.

"The owner is a man named Daito Eiji," says Kubo-san, head honcho at QUO.NET. "He wanted us to build him a cool-looking car – partly for show use but mainly to use for



OS Giken single-plate clutch, Cusco two-way LSD, 3.92:1 final drive

Chassis: 8x15" ET -6 and 9x15" ET -25mm Work Meister S1 two-piece wheels with 205/50 and 215/50 Yokohama Advan A050s on the front and rear respectively, Bilstein shocks with Tein 10kg/mm springs (front) and TRD shocks with Tein 8kg/mm springs (rear), FD3S RX-7 brake calipers, Dixcel discs, Endless pads, TRD anti-roll bar, Aiba Works strut brace, pillow-type custom arms, fully seam-welded chassis

Exterior: Subaru metallic blue, NA Works front bumper with canards, custom carbon-fibre rear diffuser, carbon-fibre GT wing, custom bonnet, front wings and rear over-fenders

Interior: Fully stripped (doorcards and window winder retained), Recaro SP-G seat, TOM'S harness, Nardi steering wheel, custom 14-point roll-cage, Ultra rev counter, Defi boost, oil temp, water temp and oil pressure gauges, custom carbon-fibre dash











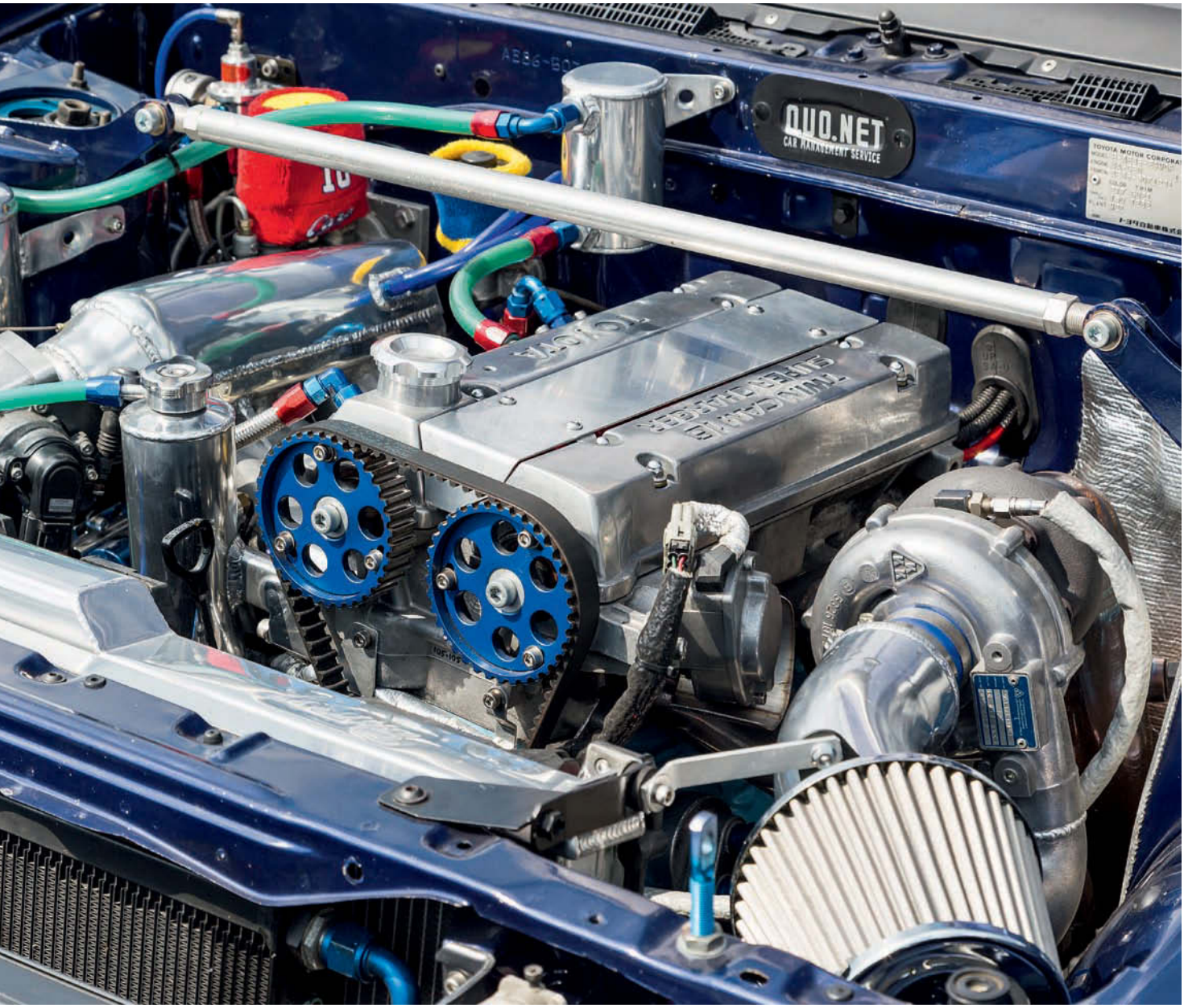


Don't let the 4A-GZE 'supercharger' cam cover fool you, this car is most definitely turbo-powered

track days." It's evident from what you're seeing today, however, that this relatively humble aspiration rapidly spiralled out of control. Well, when you're working with a firm as competent and specialised as QUO.NET, it'd be silly not to take the opportunity to maximise its expertise, wouldn't it?

"He may have wanted an occasional track car but he ended up with a pure race car," Kubo-san grins. "The car has entered a number of AE86-specific races so far, and we were able to achieve strong and competitive lap times with this setup, so we're confident that the car can compete in other series."

Photographer JC caught up with the *hachi-roku* at the AE86 Festival held at the Okiyama Circuit, and even in such hallowed company it managed to stand out thanks to the sheer quality of the build. Take a look inside, for example. It's not just a case of junking the soundproofing, this race car prep has been carried out with fastidious attention to detail to ensure a show-winning finish in addition to



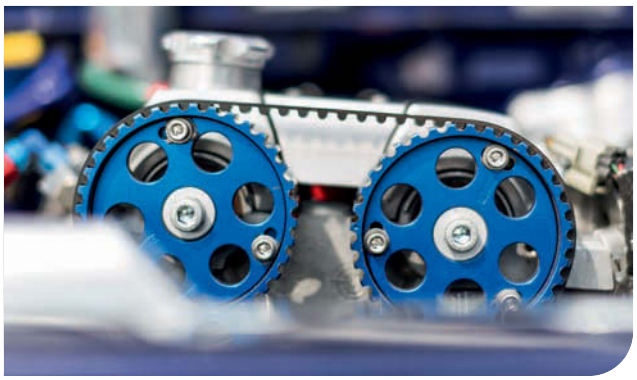
race-winning thrust. We're particularly taken with the custom carbon-fibre dash, which features the all the necessary gauges and a kill switch, the weave neatly counterpointing the bare floor. That custom 14-point roll-cage is pretty damned serious, too, and it's rather charming that amidst all of this obsessive weight-shearing the crew opted to retain the doorcards in order to normalise the driving experience a little. (*That, and allowing Eiji-san to keep his window winder!* ~ Ed)

As you might expect, QUO.NET pulled out all the stops when it came to refining the chassis. The AE86 is, naturally, a poised and balletic performer in stock form but all of those infinitesimal road-car compromises that are the nature of the mass-production beast have been buffed away here, leaving a superior and unstoppable race car. The entire chassis has been seam-welded for strength, working in harmony with that extravagant cage and the copious bracing to keep everything nice and stiff. And, hey, you want more of that diverse part sourcing? You've got it; how do Mazda RX-7 brakes take your fancy? Or a combination of Bilstein, Tein and TRD suspension components to get the thing hanging on through the twisties? The sticky Advan tyres speak volumes about motorsport prowess, while the wheels within them remind us that this is as much about form as function – the über-cool Work Meister S1 two-piece rims look very period-appropriate in their 15" diameter yet provide a thoroughly modern approach to lightweight construction. And get a load of that dish!

Given that so much of Kubo-san and his team's blood, sweat and tears have been poured into this project (metaphorically, hopefully), it's perhaps little surprise that the car has transcended merely being a customer car and has become a sort of de facto company demonstrator. The car that was previously filling this role was Team Bad Quality's Rocket Bunny-kitted 180SX – something of an internet superstar, and a fierce proposition up close – and the canards-and-diffusers aesthetic of the AE86 is a natural progression from that. The Toyota's nose boasts an NA Works front bumper (NA Works operate as a separate arm of QUO.NET offering competition tuning and body styling) complete with aggressive aero addenda, which is artfully mirrored by that vast GT wing at the rear and its evil twin below deck, the jutting carbon-fibre diffuser. And while the guys may argue that the integrated exhaust outlet is shaped for aero benefits, it's more than likely that they made it that way just because it looks badass. Like a baby Lamborghini pipe, angled upwards to spit flames in the faces of rivals. Brilliantly naughty.

The two key highlights of this build are the attention to detail, and the power. The whole thing is immaculately presented, something with which you could genuinely harness a timeworn cliché and eat your dinner off, and this thoroughness is mirrored under the bonnet: the honing, optimising and problem-





solving required to get this 4A-GE singing really does boggle the mind. As does the power. We're talking 276bhp at 6000rpm, that shouty turbo boosting at a beefy 21psi to fire the '86 toward the horizon with malicious intent and wilful aggression. It's difficult to describe any AE86 as the 'ultimate' version of the iconic breed, given their reverence in the tuner scene, but this car is definitely up there with the best of them: a gorgeously prepared and fearsomely fast machine, one that Kiichiro Toyoda would probably have been astonished by. So much for that brief of just building a "cool-looking car"





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CAR OF THE YEAR 2014

THE RESULTS

Pens down. Time's up. Turn your papers over. Thousands of you cast your votes as to which vehicle you felt was Car of the Year 2014, with some results being expected, while others were a complete and utter surprise. It transpires that 2014 was the year of the retros, with classic Japanese builds claiming the top three spots

THIRD



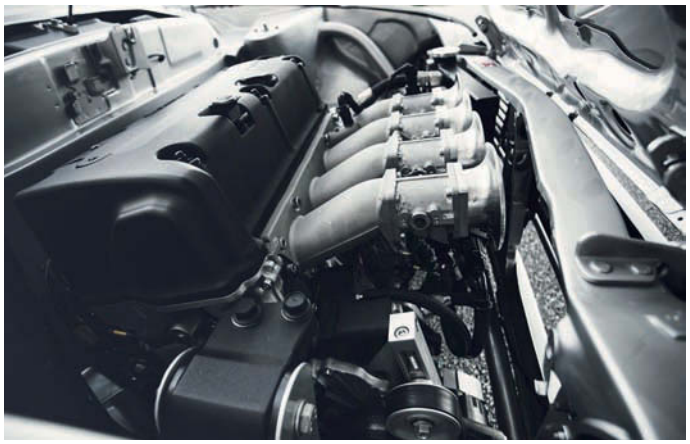


FREDRIK SØRLIE
RX30 TOYOTA CRESSIDA

In the nicest possible way, Fredrik's Cressida has got to be the most bashed up car ever to make it into our COTY top three! The endearing Toyota has established a cult following for itself over the years, with its battle-scars validating its true purpose – to drift. With a naturally aspirated 2JZ-GE straight-six under the bonnet, the Cressida is a real weapon and a force to be reckoned with in its native Scandinavia. It's also a car that's packed full of attitude and personality, making it an instant hit with you readers.

SECOND





ROGER YOUNG
SB2 HONDA CIVIC 1200

This little Gen 1 Civic was a real favourite of ours last year, but we didn't necessarily expect you readers to be as passionate about it as we were! Its exterior is period-perfect with Civic RS wing mirrors, a full original silver respray and retro XXR 513 wheels being the only elements in its makeover. The Honda's party-piece though is the screaming OBX individual throttle-bodied K20A2 running gear. Roger's sympathetic touch when crafting this riotous masterpiece is what made it so special in 2014.



DRIFTWORKS
AE86 TOYOTA COROLLA TRUENO

If we're honest, we really couldn't see past the DW86 for the COTY 2014 award and it seems you all agreed too. Few drift cars are as beautiful to look at stationary as they are to witness in action, but when we first clapped eyes on this machine when arriving to shoot it, we knew it was special.

At the time, the car's build thread had been visited over 565,000 times and related video views numbered in the millions. The DW86 had an enormous fan club and had barely turned a wheel in anger before our shoot.

The perfect fusion of iconic retro Toyota AE86 and genuine ASCAR V8 running gear makes for a truly unique build, with virtually every component having to be modified or fabricated afresh. Driver Phil Morrison is the first to admit that the 6.2-litre LS3-powered Corolla was terrifying at first to drive and exceptionally challenging to master. The team continued to develop the car throughout the drift season to make it more competitive, and there will be further enhancements like a new front suspension setup and Quaife sequential gearbox for 2015. With more miles under his belt though and him nearing the top of a steep driving learning curve, the Driftworks team hopes to be challenging for honours this year. So, congratulations from all of us at *Banzai* to everyone involved with the build. And to thank you all for voting, there's stonking pull-out poster on the next page of the DW86 doing what it does best…



CAR OF THE YEAR 2014




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FUNCTION & FORM





You can't buy taste, a quality that MD Performance clearly has in abundance, as demonstrated by this beautifully-crafted Type RA Impreza.

Words: Andy Basoo
Photos: Matt Woods





The Type RA came with a roof scoop to supply drivers with cool air while competing

Everyone has a story. Either a solitary defining moment or a combination of circumstances and events that shape the way they think and who they are. Rather than getting all deep and philosophical, I am referring to our own individual car journeys. Tastes and motives vary from one person to the next, which is why we enjoy such diversity in this amazing Japanese tuning world. The stories that seem to come up most often, though, revolve around those close to us. 'My dad had one', 'my dad got me into cars', 'my dad taught me to drive' or 'my dad used to take me to shows/races' are all sentiments we hear on a regular basis. We love hearing them because it almost always means that an individual's project car has been built out of love rather than a desire to simply appease their peers.

That is most certainly the case here with this beautifully-crafted, carefully considered Type RA GC8 Impreza. Mohammed Dean, known simply Dean to his friends within the industry, was born in Kenya and has always been connected to the competitive world of rallying. His father competed in the East African Safari in a Peugeot during the Sixties and Seventies. For those of you unfamiliar with the event, it's experienced numerous name changes over the years but was first held in June 1953 as a celebration of the coronation of Queen Elizabeth II. It also became a gruelling round of the World Rally Championship (WRC) in 1973, meaning it has a winners list that includes Ari Vatanen, Juha Kankkunen, Carlos Sainz, Colin McRae, Richard Burns and Tommi Mäkinen.

"My dad taught me to drive when I was eight," said Dean. "This car is built in memory of him. He died 11 years ago but I can't begin to explain what a wonderful father he was. I started competing myself when I was 16 and I was really privileged to get tuition from the likes of Stig Blomqvist and some other amazing drivers. I moved to the US, though, and didn't come back to Kenya to compete until about 2004."

Although Dean was away from his native country, his cousin competed in the Safari Rally in the Nineties in a Group A Golf. It was while watching his relative in action that Dean got to see Colin McRae driving first-hand. "I've never seen anyone fly through those stages like Colin," Dean stated. "It's true what they say about him. He only knew one way to drive – flat out. Mäkinen often won but only because Colin drove so hard he was always breaking things. Tommi took it easier when he had the upper hand. I guess that's where my





Cusco-caged interior also benefits from a bank of white Defi gauges and Recaro race-spec seats

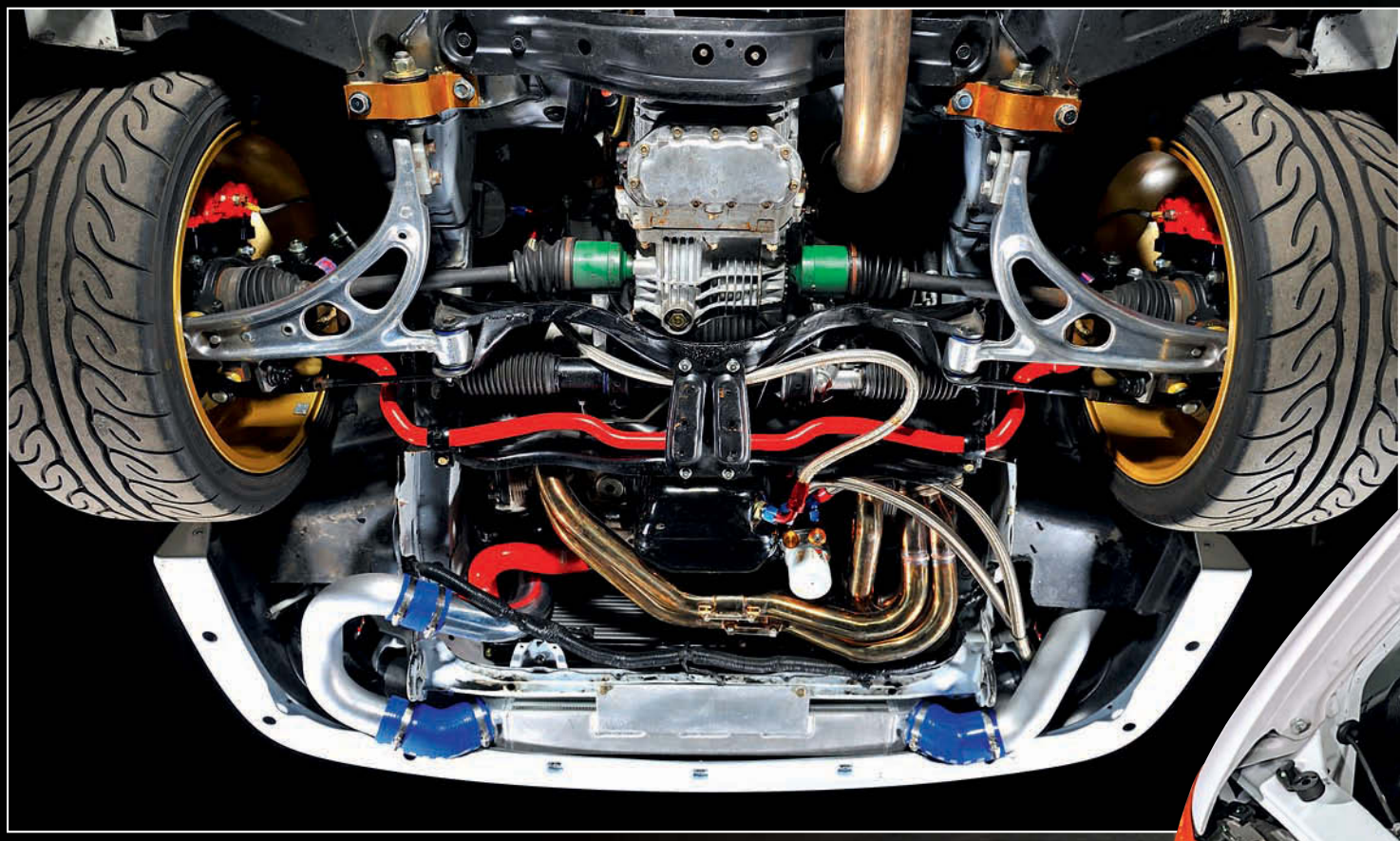
love of Imprezas comes from. I saw what they were capable of when built correctly and driven hard."

Over the past few years, Dean's company, MD Performance (MD), has built a number of road and competition cars for customers but Dean wanted to build something to demonstrate exactly what his team was capable of. He chose a Tarmac-spec GC8 and opted for a four-door Type RA version because he hadn't "seen too many done right". He also went for a GC8 because it was blessed with the venerable 2.0-litre EJ20 block as opposed to the more fragile 2.5-litre EJ25. MD works closely with Roger Clark Motorpsort (RCM) and is an official distributor for the renowned Subaru specialist. As such, Dean and Oli Clark were in close contact throughout this build, ensuring only the finest parts were fitted and, equally as important, only the necessary parts were fitted. As you've probably gathered from the photos already, this Impreza is built for purpose and therefore hasn't been subjected to unnecessary aftermarket products. What's there is there for a reason.

So at the heart of the running gear is a closed-deck EJ20. Its capacity has been increased to 2.1-litres with an RCM stroker kit, while RCM Version 5/6 port and polished heads (machined to take bigger 272 cams) plus bronze oversized valves and guides are also in place. The setup benefits from a centre to rear thrust conversion plus 14mm studs, too, leaving just the ancillaries to take care of.

Let's start with fuelling. An RCM top-feed rail kit receives fuel from an uprated Bosch fuel pump and feeds a bank of 750cc injectors. To match the volume of super unleaded flowing, RCM components have been used to improve breathing effectiveness. An RCM-spec K&N kit takes care of induction while a tubular exhaust manifold and exhaust system sorts the expulsion of spent gases.

While Dean and the MD team weren't chasing headline figures they had in mind a usable and abusable power output of around 500bhp. With the real focus on the delivery of that power, it was essential to select the right turbo. It was back to RCM to pick the Clark brothers' brains. "We settled on an RCM 500 turbo," explained Dean. "It's a billet twin-scroll turbo so we're running a baffled sump, too." The progressive nature of the unit was what Dean was looking for but it still delivers a scorching 501bhp. "It's mapped using Simtek engine management," he continued. "So it's got features like launch control. But what I really love about the whole setup is that it revs like crazy. It's so much fun to drive."



Obviously, with such force in place, MD has addressed key transmission components by fitting an AP Racing twin-plate clutch and RCM lightweight flywheel. These make the left pedal a little hard and the biting point arrives quite early. Dean joked that whoever drives the Impreza always stalls first time! You've probably spotted the carbon fibre propshaft under the car, too. As well as being significantly lighter than the stock item, the RCM shaft is much stronger, too, allowing Dean to rifle through the gears with little regard to mechanical failure. The running gear as all over-engineered.

As well as their pace, what made McRae's Imprezas so impressive on the stages were their ability to change direction, turn-in when needed and be completely and utterly predictable in the process. Dean has looked at the finer details to achieve such confidence with his Subaru. "We fitted a Group N-spec power steering pump," he let on. "In serious competition the fluid can boil up and the steering becomes unpredictable. The Group N pump has much stronger internals so you don't have the same problems. We've also got a quick STI rack on there."

Speaking of STI parts, you've probably noticed this GC8 has a plethora of beautiful pink components in place. What makes this so significant is the rarity of such parts these days. The rear trailing arms, for example, are no longer available and if you find yourself a set, either new or used, you can expect to have to pay a tidy premium for the privilege of applying them to your chassis. As you're no doubt starting to appreciate at this point, only the finest was good enough for this Impreza.

That said, despite spending upward of £50,000 on the build, Dean hasn't thrown money at it needlessly. "I couldn't settle on what coilovers to go for," he admitted. "I didn't want something as trivial as coilovers to let the rest of the development down, so I was considering a full Öhlins setup. The problem is they come in at about £6000. I spoke to Oli about it and he asked me if I'd considered BCs? I hadn't but he said that I should try the ER-series and explained I'd probably not notice the difference. The Öhlins might last longer but in terms of driveability the ER-series wouldn't be far behind. I wasn't sure but I trust him completely. He has so much experience and is a brilliant driver, you'd be silly not to."

What's more, with a complete set of BCs coming in at £1399, it meant Dean could technically purchase four kits and still have change for the price of the Öhlins setup. The difference didn't make sense.

Also on each corner is an AP Racing brake arrangement. Up front are six-piston calipers and 355mm discs while out back sit four-piston APs with









The underside of MD's Impreza is equally as impressive as under the bonnet or its exterior...

Lightweight RCM carbon propshaft adds strength while rare pink STI components sort the GC8's chassis







RCM carbon fibre doorcards and firewall not only dramatically reduce weight but look amazing too!

335mm discs. The ABS has been removed, too, and Dean thinks he's found the perfect blend of power and feel. "ABS isn't great on a wet track," he said. "You don't get much feel, which is essential, especially when it's wet. You're not too sure when it's going to lock or when it's not and the pedal can go soft when racing. Sure you can get Race-spec ABS systems but you'd be looking at around £10,000 for one of those. By going for the non-ABS setup, you can feel the grip levels beneath your foot and adjust the pressure you apply accordingly. The balance between the sixes up front and fours on the back is just right, too."

Housing each hub is an 8x18" WRC-spec wheel, made in Italy and finished in gold, of course. They're the same size as you'd find on most Subaru rally cars but while models like the 22B run ET30 offsets, Dean wanted to keep that period Tarmac rally-look and not add wide-arches. As such, these wheels have an ET48 offset and are held in place by titanium wheels studs. Only two vehicles in the UK are running these studs: RCM's Gobstopper II and this GC8. Yokohama 225/40 rubber finishes the setup nicely.

If you step inside the cabin of MD's Subaru you can see it's been subjected to a full strip-out and bare metal respray. The white surfaces are gleaming, as is the Cusco roll-cage. This contrasts well with the lightweight black Recaro race seats and carbon fibre doorcards and rear firewall, all of which are again from RCM. There's also a bank of Defi gauges mounted centrally atop the dash that measure oil pressure and temperature, as well as the all-important boost.

In every aspect of this GC8, you can see evidence of care and consideration, and there's a reason for that. "I had my father in mind all the way through the build," Dean explained. "It was so important to me to get this one right. Every single nut, bolt and line is new. We had a lot of fun along the way and a lot of engineering has gone into making the car what it is. And, of course, working with some good friends like the RCM guys and my team, it's been a great a journey. This is one car I'm going to compete in for a year and then retire it. I want to use it but it's too special to me to overwork it."

What we love about MD's Subaru is the measured, sympathetic approach that's been applied throughout its build. What we mean by that is explained by the lack of excessive graphics, a rear wing or any bolt-on body enhancers. It's been left to the Type RA's factory-added touches like the roof scoop to do the talking. In doing so, Dean's crew has built a somewhat unique GC8. It's a high-end creation and has already drawn praise from some of the industry's most respected individuals. "There are a lot of companies out there building cars," Oli Clark recently told Dean. "But few can do what you've done with yours." High praise indeed. RCM now sends customers MD Performance's way, testament to the quality of work being undertaken by Dean and his team

Engine: EJ20 DOHC 16v flat-four closed deck block stroked to 2.1 litres using RCM stroker kit, 14mm stud conversion, centre to rear thrust conversion, ported and polished RCM Version 5/6 cylinder heads, oversized valves with bronze valve guides, 272 cams, RCM alloy vernier cam pulleys, RCM lightweight ancillary pulley kit, RCM STI timing belt kit, RCM 500 billet turbo, RCM 11mm oil pump, RCM oil cooler kit, RCM Time Attack oil catch tank, RCM parallel top feed fuel rail kit, 750cc injectors, uprated Bosch fuel pump, Hyperflow front mount intercooler, Samco complete coolant kit, RCM K&N induction kit, RCM tubular exhaust manifold, RCM ice exhaust system, Group N-spec engine mounts, Group N-spec power steering pump, Simtek ECU with launch control and anti-lag

Transmission: Six-speed gearbox, Group N-spec gearbox mount, AP Racing twin-plate clutch assembly, RCM super lightweight flywheel, STI quick-shift six-speed linkage, RCM carbon fibre propshaft

Chassis: 8x18" (ET48) WRC-spec wheels with 225/40 Yokohama tyres, AP Racing six-piston front calipers with 355mm discs, AP Racing four-piston rear calipers with 335mm discs, BC Racing ER-series coilovers, RCM race-spec anti-roll bars, STI quick steering rack, STI lateral trailing arms, Whiteline anti-lift kit, Whiteline roll centre kit, Powerflex bushes all-round

Exterior: OEM Type RA trim including roof scoop, carbon mirrors, MD Performance graphics

Interior: Recaro lightweight race-spec seats, RCM carbon fibre doorcards, RCM carbon fibre firewall, Momo steering wheel and boss, RCM six-speed gear knob, Defi gauges including oil pressure, oil temperature and boost, Cusco roll-cage

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THAT'S A WRAP!

Wrapping your vehicle is a great way to cost-effectively change the look of your car. But what exactly is involved during the whole process? We sent Paul Cowland to watch EcuTek's GT86 get the full 3M treatment!

Words and photos: Paul Cowland





Vehicle wrapping is one of those knife-edge modifications. Done perfectly, with good quality film and expert craftsmanship, it can elevate the look of your ride from 'good' to 'unbelievable'. Done badly however, and you'll drive around with the automotive equivalent of leprosy, suffering peeling bodywork, wrinkles and bubbles. But how do you make sure that your supplier is going to do a good job?

Like many things in life, you generally get what you pay for. Higher quality films and higher quality fitters may initially tax the wallet, but without doubt, this route leads to savings – and a nicer ownership experience – in the long run. As the old adage goes, 'buy cheap, buy twice' – and you really don't want to be doing that with the fundamental external appearance of your pride-and-joy.

As a true exemplum of all aspects of the craft, I was invited to join the ECU-boffins at EcuTek as they transformed their once-bland GT86 into something that could stop traffic at 20 paces. Keen to avoid any potential longevity problems, they went straight to the top of the pile, hitting up two of the biggest and most trusted names in the UK wrapping world.

3M should really need no introduction. This chemical giant makes everything from stethoscopes to sandpaper – but it also makes what many wrappers regard as the Holy Grail of wrapping vinyl. I have been to see a lot of cars get wrapped, and this is the name that all of the pros go for time after time. It is colour-fast, it doesn't shrink and it is more workable than many of its competitors. Once it's fitted by a pro, it stays on too. And when you think a decent wrap can run up to a couple of grand, you'll want to get many years out of your investment.

Fitting this quality product would be one of 3M's most highly recommended dealers – Nic



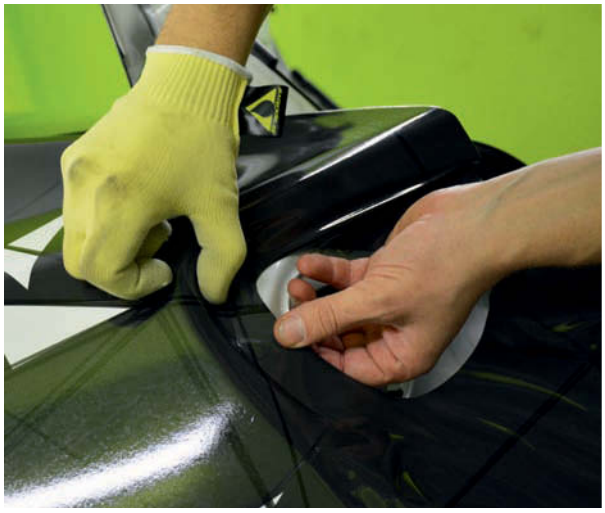


Bessent and his talented team at WrapCube have literally been there, done that, then wrapped the T-shirt. You name any big, blue-chip brand you can think of, from high street insurers, through to records labels and even supercar manufacturers, and chances are, at some point they've trusted Nic and his team to lovingly apply one variety of colour, texture or logo to some kind of vehicle, building or item. In short, these guys are the Jedi Knights of vinyl.

The WrapCube team offer a full design service, but can also accommodate any artwork supplied by the client – as EcuTek had done in this case. This design was notable in the fact it was wild! Single colour wraps can be done straight from a roll, but in the case of this job, the whole design would need to be printed in-house on WrapCube's simply enormous printers – each of which cost the equivalent of a very nice car!

With the artwork loaded and printing, the team spent an entire day removing the old dealer-applied graphics and surgically scrubbing and detailing the paint in readiness for the wrap. Remember, every tiny imperfection would be trapped and exacerbated by the wrap on top, so this was time very well spent to ensure that the finished article looked like the car had been dipped in a flawless finish.

The guys then carefully worked around each panel, constantly referencing the original artwork to ensure that they were creating an exact facsimile. The care and attention to detail here was mind-blowing with every man present demonstrating scalpel skills that would shame most heart surgeons. It was all





so unbelievably precise. What I really noticed though was how slowly and carefully each panel was worked, with the vinyl being much less stressed and stretched than on other cars I have shot being wrapped. So why was that?

"The wrap material has glue interspersed in strips to allow it to stretch," explained Nic. "If we stretch it too far, we effectively spread the glue too thinly, and we lose adhesion. If that area happens to be on an edge or a return, then the vinyl will peel back very quickly. That's simply not acceptable. If we take a little longer in our prep and application the job will look much better for much longer, it's as simple as that. Most customers expect a wrap to last a year or two, based on previous experience, but we aim for five, simply by taking a little more time and trouble, and using the highest quality 3M vinyl."

As the pictures show, the level of detail in even the most un-noticed areas was simply incredible, particularly in the areas where panels were joined around the front wings, bonnet and bumper. Here, faultless scalpel joints were run along natural break lines in the artwork, so that each joint simply disappeared. It was mesmerising to watch, and seeing this team at work made me realise that not all wrappers are created equal! No wonder 3M was so quick to recommend these guys! Watching them work together was utterly poetic.

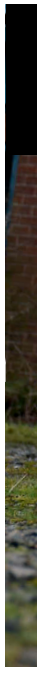
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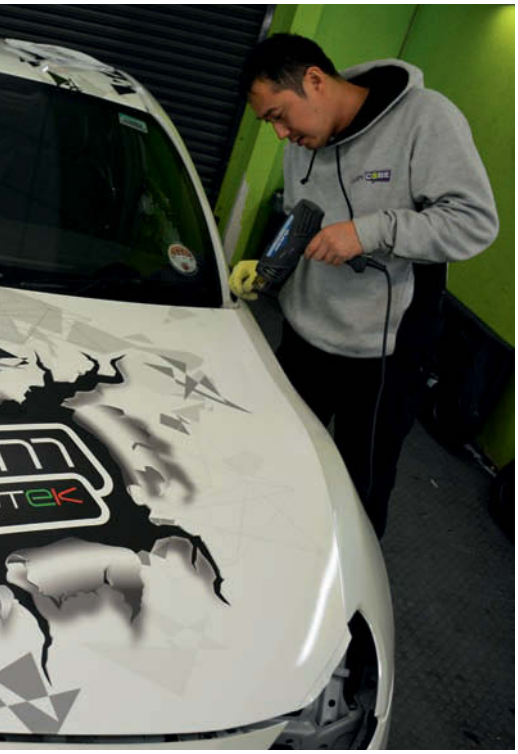












final detailing (which even included having the weirdly-shaped rear spoiler painted in a precise match for the vinyl as Nic wasn't happy with how it looked wrapped) this whole process took over three days, but the result is literally flawless. I have had cars wrapped before for work, but never felt that it would stay on for very long – and often I was proved right – but these guys are on another level in terms of anally retentive detail, including junking and reprinting a whole side for a blemish that I certainly couldn't see. An amazing display and an outlet I would heartily recommend. The 3M vinyl too is impossible to fault. It has a high gloss finish and looks and feels very similar to paint.

Done well then, wrapping is a fantastic way to change the look of your motor. As the reveal shot shows, EcuTek's GT86 now has far more presence on the road than it had in standard trim, making it a great mobile billboard for the brand.

And my parting advice? If you want to do this yourself, save up a little more money, get the 3M vinyl and go and see the WrapCube team. Are they the cheapest or quickest? Absolutely not… But when it comes to quality, skills, ability and execution, these guys really do have it all wrapped up



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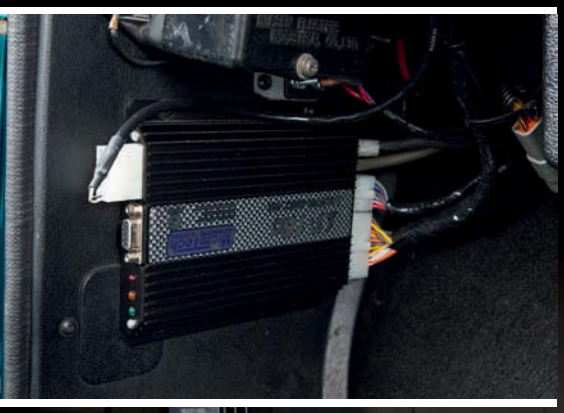

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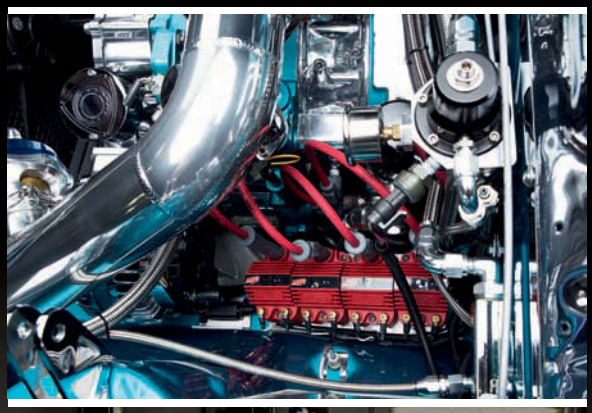


Roots Manoeuvre

Read how one Aussie enthusiast took a super-rare Mazda RX-2 going through a midlife crisis and took it back to its rotary roots with muscle car-slaying performance.

Words: Words_n_Photos Images: Brodie Butler







Certainly an impressive looking engine isn't it? We think you'll be even more impressed when you discover the power it's kicking out though...





Such attention to detail has seen David's Mazda become an unstoppable force on the road

It's hard to believe that the ancestry of today's Mazda6 can be traced directly back to the 1970 Mazda Capella (also known as the 616, 618 and RX-2). During those intervening years it appears that much of the engineering lifeblood that made this model so endearing has been sucked dry. Rear-wheel drive gave way to front-wheel drive, coupé and saloon body styles became saloon and estate derivatives; and of particular note, the rotary engine option that defined the RX-2 model compared to the rest of the range disappeared with the launch of the second-generation car in 1978.

Mazda's rotary engine had been in production for just five years before the launch of the RX-2, so its reputation as a giant killer was still growing. For the majority of Antipodeans it wasn't actually until 1983 when Alan Moffat won the Australian Touring Car Championship in a Mazda RX-7 that the performance, sound and unfeasibly small displacement of the rotary engine gained notoriety. But by then the Capella had been out of production for half a decade and examples of the under-appreciated RX-2 were getting more scarce by the day. Little wonder that examples have become highly prized within the enthusiast market today.

Such rarity meant that the RX-2 wasn't on David Cocciolone's radar when he went in search of a new project to broaden his passion for cars. Initially, the Perth resident wanted a four-door Mazda RX-3 (numerically higher yet smaller in size) but found that these were equally hard to come by. So when a modified 1974 Series 3 RX-2 turned up 2200 miles away on the other side of the continent David did the right thing and jumped on it straight away.

Thanks to Australia's dry climate the car was in superb condition. It was already kitted out with a white leather interior based around a set of reupholstered Series 6 RX-7 recliners, and covered on the outside in a resplendent coat of Canarian blue paintwork. Underneath, the RX-2 boasted a relatively sophisticated four-link factory chassis setup that would require little modification to make it capable of handling much more power, while as a later model car it featured the preferred dog-bone shape rear light clusters instead of the rounded lenses of earlier examples.

Almost everything about the car was perfect, and the sympathetic execution of the exterior modifications appeared to be appreciated by purists and enthusiasts alike.



Performance: 616bhp at 27psi (now 823bhp at 28psi with new Precision 7675 turbo)

Engine: 13B-REW 2x654cc turbocharged rotary with semi-peripheral port machining. Precision 6766 turbo with 1.15 rear housing, custom exhaust manifold, 60mm Tial wastegate, Pro-Jay 'Typhoon' inlet manifold with 80mm throttle body, custom PWR intercooler, custom 75mm alloy intercooler pipework with Gas Motorsport clamps, Turbosmart race-port blow-off valve, eight 1600cc injectors, Pac Performance 80-litre baffled fuel tank, three Walbro 460lph in-tank fuel pumps, braided fuel lines, Peterson fuel filter, Aeromotive Pro Series EFI fuel pressure regulator, custom 90mm ceramic-coated stainless steel dump pump pipe, polished stainless steel exhaust system with AES high-flow 90mm resonator and back box, Microtech LT16C ECU running two-step 45psi boost map and data logging, Microtech handset, twin MSD DIS-2 digital ignition box with four MSD Blaster SS coil packs, custom 8mm MSD ignition leads, Turbosmart e-Boost 2, twin Racepak EGT sensors, Racepak 02 sensor/fuel pressure sensor/oil pressure sensor

Transmission: Internally modified Tremec TKO600 gear box, Green Brothers steel bellhousing, Direct Clutch twin-plate clutch and billet flywheel, custom 75mm Final Drive Engineering propshaft with Strange yokes, Final Drive Engineering shortened 9" axle with Strange Engineering TrueTrac differential, 4.56:1 final drive, strengthened axles

Chassis: 7x17" and 8x18" KWC Forged KWC013 three-piece alloys with 205/40 R17 and 225/35 R18 tyres on the front and rear respectively, custom monotube front coilovers with Koni inserts and 225lb springs, adjustable top plates, Strange Engineering double adjustable rear coilover shocks with 125lb Hypercoil springs, McDonald Bros Racing adjustable Panhard rod and four-link kit, Series 5 Mazda RX-7 front brake calipers with custom Series 4 RX-7 grooved discs, Series 2 Mazda RX-7 rear calipers with custom grooved discs, braided lines, twin Hopper Stopper brake master cylinder for Nissan Patrol, CVR electronic brake vacuum pump

Exterior: Sprayed Mazda Canarian blue metallic

Interior: Retrimmed Series 6 Mazda RX-7 front seats, custom rear seat, custom door trims, Saas steering wheel and gear knob, Racepak IQ3 dash, Auto Meter fuel gauge, Alpine audio system with Focal speakers and Hertz subs

But being almost perfect is simply a polite way of saying imperfect, because to David's mind his new RX-2 needed a decent injection of raw speed – a rotary powerhouse under the bonnet that would really give the chassis something to get its knickers in a twist about.

In order to lay the groundwork, David first set about replacing every single driveline component. New nuts and bolts were relatively easy and inexpensive to source but as the market for more specific RX-2 parts had all but dried up, most had to be sourced from specialists or else custom-made for the project using adaptable universal components. A four-link geometry kit and adjustable Panhard rod from McDonald Brothers Racing was attached to the underside using universal brackets, while the mixture of a universal front coilover kit (with Koni inserts and 125lb springs) and Strange Engineering (SE) rear coilovers provided ride control and full height adjustment.

Also hanging off the body is an incredibly tough, 31-spline Ford 9" rear axle from Final Drive Engineering (FDE). It was specifically narrowed for this unusual application and





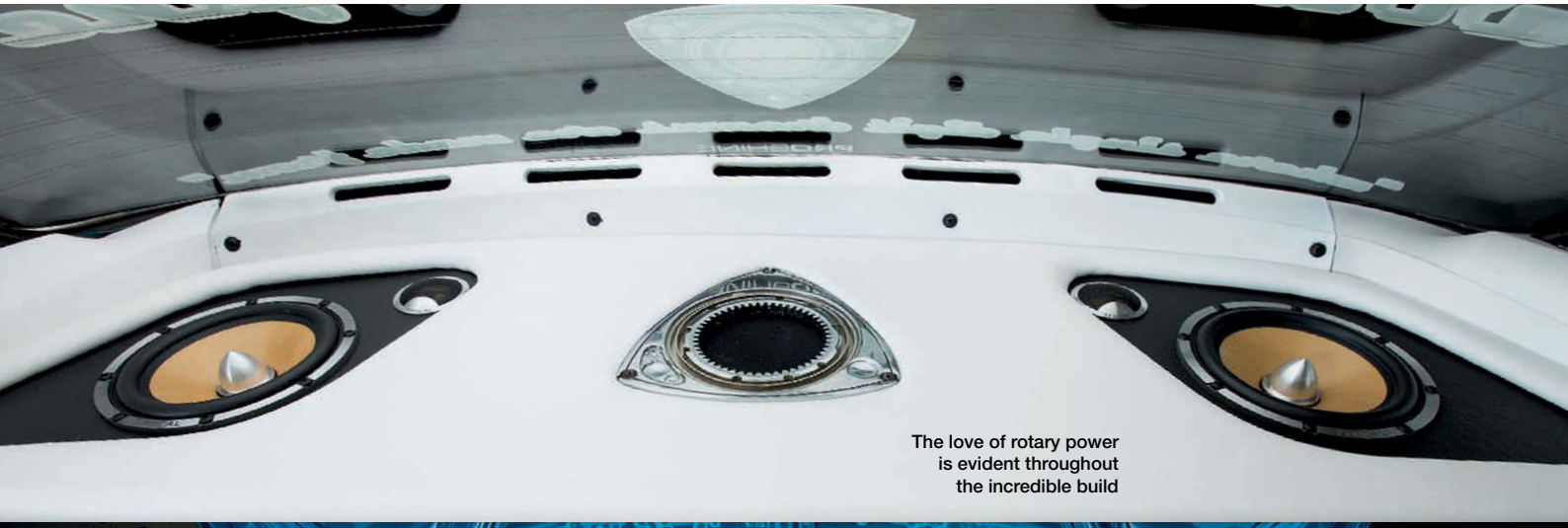
This is not a view you want to see in your rear-view mirror…

equipped with a worm-type TrueTrac differential from SE to better distribute the prodigious torque that would soon be arriving via a custom 75mm propshaft, also supplied by FDE and specified with the correct yoke connections. Partially hidden behind the oversized (a peculiarly Antipodean styling cue) KWC Forged KWC013 three-piece alloys is a set of brakes lifted from appropriate generations of RX-7, with fluid pressure being increased by twin master cylinders powerful enough to rein in the kinetic energy of a Nissan Patrol.

The only original item remaining under the car is the underside itself, though even that has been treated where necessary and coated in a protective layer of sealant to maintain its immaculate appearance. The result of this time-consuming process is blindingly obvious from the helpful shots snapper Brodie took of the car's underside in the workshop. But for times when a two-post lift is not readily available – such as a concours event – David parks the RX-2 over the sort of mirrored floor Hugh Hefner would be proud of.

Having laid all the foundations, David's hard-earned was handed over to Mick Farrall of Farrall Race Engines to build an all-singing, all-dancing rotary engine. So out came the original 12A unit in favour of a late 13B-REW machined to semi-peripheral port specification. Essentially a way of creating Jekyll and Hyde power delivery characteristics, this process adopts street-specification ports in the side housing intakes for low-rev smoothness and tractability around town, yet transfers to separate peripheral ports on the rotor housings for screaming high-rev performance.





The love of rotary power is evident throughout the incredible build



A single Precision 6766 turbo with 1.15 housing sucks in the atmosphere and compresses it into the engine with the wide-eyed appetite of a child devouring a bag of marshmallows. After being cooled, the incoming air passes through an 80mm throttle body attached to the top of a Pro-Jay Typhoon inlet manifold, which then separates the flow into equal portions for each rotor housing. Fuel is also voraciously sucked from a cell sunk below the boot floor and delivered to eight 1600cc injectors mounted in the lower manifold. These hoses create a generous AFR mixture that is then given the shock treatment from a bank of MSD Blaster coils to give the engine its whizz. Spent gases are then evacuated as efficiently as possible so the whole process can begin again at speeds of up to 11,000rpm.

Controlling the precise timing and duration of fuel, ignition and boost pressure is a Microtech LT16C ECU, which, in fact, has been meticulously programmed with two separate maps: 1) fun, and 2) more fun. At the time of our photoshoot, these translated to a street tune of around 587bhp at the wheels on 24psi of boost, rising to a race tune of 616bhp at 27psi. Since then, however, the turbo has been upgraded to a Precision 7675 snail, so the respective power levels now stand at 650bhp (22psi) and 823bhp (28psi) at the wheels.

The sympathetic nature of this build continues in the way that David instructed both Mick and problem-solving fabricator Matt Esplan to install the engine without causing any damage to the bodywork or original components. Not only that, auto electrician Steve Buick was similarly tasked with hiding as many electrical parts as possible, while keeping them easily accessible and making no cuts to the inner wings or bulkhead.

Such attention to detail has seen David's Mazda RX-2 become an unstoppable force on the road and something of a legend on the static show scene. The only discipline the car is yet to tackle is the drag strip, but that's only through a lack of opportunity rather than any reticence on David's part. Having conducted a few unofficial standing starts timed with a stopwatch app on his phone, he is confidently predicting a pass time of mid-to-low nines. In so doing, he hopes that the sound, performance and unfeasibly small displacement of his rotary engine will once again rock the muscle car establishment and maybe influence a whole new generation of fans


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What is Life Without a Challenge?

Castle Combe was recently home to the VTEC Challenge pre-season dial-in day. We went along to see what all the hype was about…

Words and Photos: Sam Preston



Phil Wright's Accord Type R illustrates that it's not just Civics that can take part

If you own a hot Honda, chances are you'll have enjoyed attempting to push it to its limits at one point or another. But it's only when out on track that they really begin to come alive. And once you've caught the bug, you'll find your diary is likely to begin filling up with an increasing amount of track days as you hone your skills. It's therefore no surprise that the Honda-specific VTEC Challenge race series has developed quite an impressive following in recent years.

Event organisers threw a pre-season track day at Wiltshire's Castle Combe circuit back in February to give people the chance to get a taste of what the series was all about whilst rubbing shoulders out on track with the full-on race cars as the teams dusted off their cars for a shakedown before the competition gets underway.

Also unveiled on the day was the 'VTECademy' scheme which will run alongside the VTEC Challenge series – a number of packages allowing budding racers to experience some time behind the wheel of a race car on a much smaller budget, in 'run-what-you-brung' and 'arrive-and-drive' formats.

I was really impressed with the approachable, close-knit community that greeted me during my time with them. Far from fiercely competitive, the drivers, teams and organisers appear to make it their mission to offer advice and support to one another, making for a surprisingly pleasant atmosphere in the paddock. I was also lucky enough to give my Civic Type R its first blast around a track, too, which you can read more about on pages 106-107.



2015 VTEC Challenge Calender

4-5 APRIL	SILVERSTONE NATIONAL
16-17 MAY	ROCKINGHAM
27-28 JUNE	SNETTERTON
18-19 JULY	CASTLE COMBE
22-23 AUGUST	BRANDS HATCH
26 SEPTEMBER	MALLORY PARK
17-18 OCTOBER	DONINGTON PARK

HONDA VTEC CHALLENGE



Classes

PRODUCTION
- Cars with engines of same series, derivative and capacity as that originally fitted
- Up to 3000cc
- Engine internals must remain standard
- Bolt-on modifications allowed (eg: exhaust systems, intake systems, suspension)
- Honda OEM brakes must be used

TUNER
- Engines between 1820-3000cc
- All modifications allowed, including engine swaps
- Minimum weight restrictions apply
- Hybrids allowed

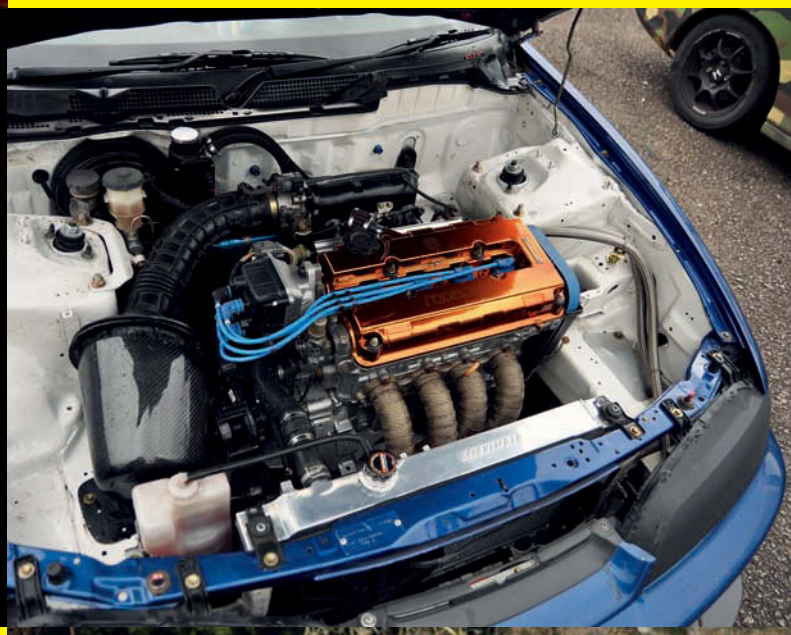
SUPER TUNER
- Open to Honda-engined cars which do not conform to Production or Tuner categories
- No minimum weight for naturally aspirated cars
- Aftermarket turbocharged or supercharged cars allowed

About VTEC Challenge

Formed in 2011, the VTEC Challenge has already snowballed in popularity in its relatively short four-year life. The Honda-only format allows for any Honda model to enter, whether it has a VTEC system installed or not. Cleverly thought-out classifications also mean that every car stands a chance of a competitive finish, regardless of the extremity of its modifications.

The series is now run by Jonathan and Lindsey Fletcher, two friendly faces who pull out all the stops behind the scenes to achieve such a cohesive atmosphere, run in conjunction with the BRSCC and sponsored by Toyo Tyres, who supplies the regulation R888 rubber for the events. One year's racing normally sees the VTEC Challenge visit at least seven of the UK's major race circuits, with international events also occasionally being dropped into the calendar (last year participants were treated to a breathtaking round at Spa Francorchamps in Belgium).

The race format consists of a 15-minute qualifying session, followed by two 15-minute races. Explaining the ethics behind the series organiser Jonathan said: "We've kept it simple and easily accessible to allow as many people as possible to try their hand at racing their Hondas."

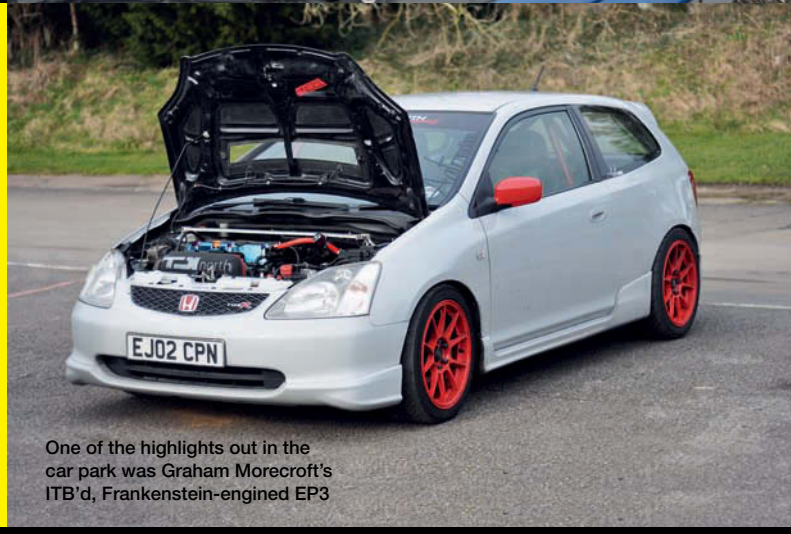




Where does the 2015 Civic Type R come into this?

With a boosted engine from the factory, the upcoming Civic Type R marks a significant departure from Hondas of old. VTEC Challenge has taken steps to ensure that lucky owners of these cars can still get involved should they wish.

The cars can be run in Production class if they stick to the aftermarket modifications listed in the regulations. Cars with more comprehensive adjustments, especially those with turbo tuning will however be placed in the Super Tuner category.



One of the highlights out in the car park was Graham Morecroft's ITB'd, Frankenstein-engined EP3







James Gardiner

Looking to start racing

James was one of many road car owners who attended the dial-in day to learn more about whether getting into racing was for him. His stunning black-on-black-on-black supercharged EP3 Civic road car snapped necks all day long with its stealth bomber appearance. Out on track, James gave a few of the race cars a run for their money with his flame-spitting beast.

"I'm interested in racing in a few years," he explains. "I've got a taster of what the VTEC Challenge is all about today from talking to various people here." James' car would fall into the Super Tuner category if he were to enter his car in the future, potentially placing him in the firing line of metal such as the 2015 Civic Type R.







Paula Webb

Entering second year of racing

Mother-of-two Paula's racing history began much more recently than you may first think after a glance at her tuned EP3 Civic race car.

"I initially bought the Civic to drive on the road and do the odd track day in," she tells us. "But one thing soon led to another and it wasn't long before I was getting the car modified to compete in the VTEC Challenge."

A very successful 2014 season with practically zero prior track experience illustrates that if you've got the determination, anyone can excel in this highly accessible tournament.

Paula's car feels planted and satisfyingly fast thanks to a full suspension overhaul and some exhaust, inlet and ECU tweaks under the bonnet, placing her in the entry-level Production class. Her story proves that racing needn't cost the earth, especially with a little help from the VTEC Challenge community here and there.







TDI North

Supplying race cars and support

Cheshire-based tuning garage TDI North has been responsible for some of the UK's most incredible road and race cars to sport the 'Type R' badge over the last decade, and was on hand for the dial-in day to showcase some of its latest work. Alongside Rob Burkinshaw's Time Attack-winning DC5 racer, the team also brought along its latest work – a newly finished EP3 tuned to Production spec over the period of just one week and there to represent some exciting new packages available in 2015 for the VTEC Challenge.

Now supplying 'arrive-and-drive' race cars available to hire through the sub-brand Hondas on Track, TDI North can accommodate all requirements, including sole hire of one of its cars through to an all-inclusive package with support over the whole race weekend. Having worked closely with VTEC Challenge for several years, it's probably worth dropping these guys a line if you're considering embarking on a Honda race car build any time soon

Contacts	VTEC Challenge	TDI North	Hondas on Track
	www.vtecchallenge.co.uk	www.tdi-north.com	www.hondas-on-track.com

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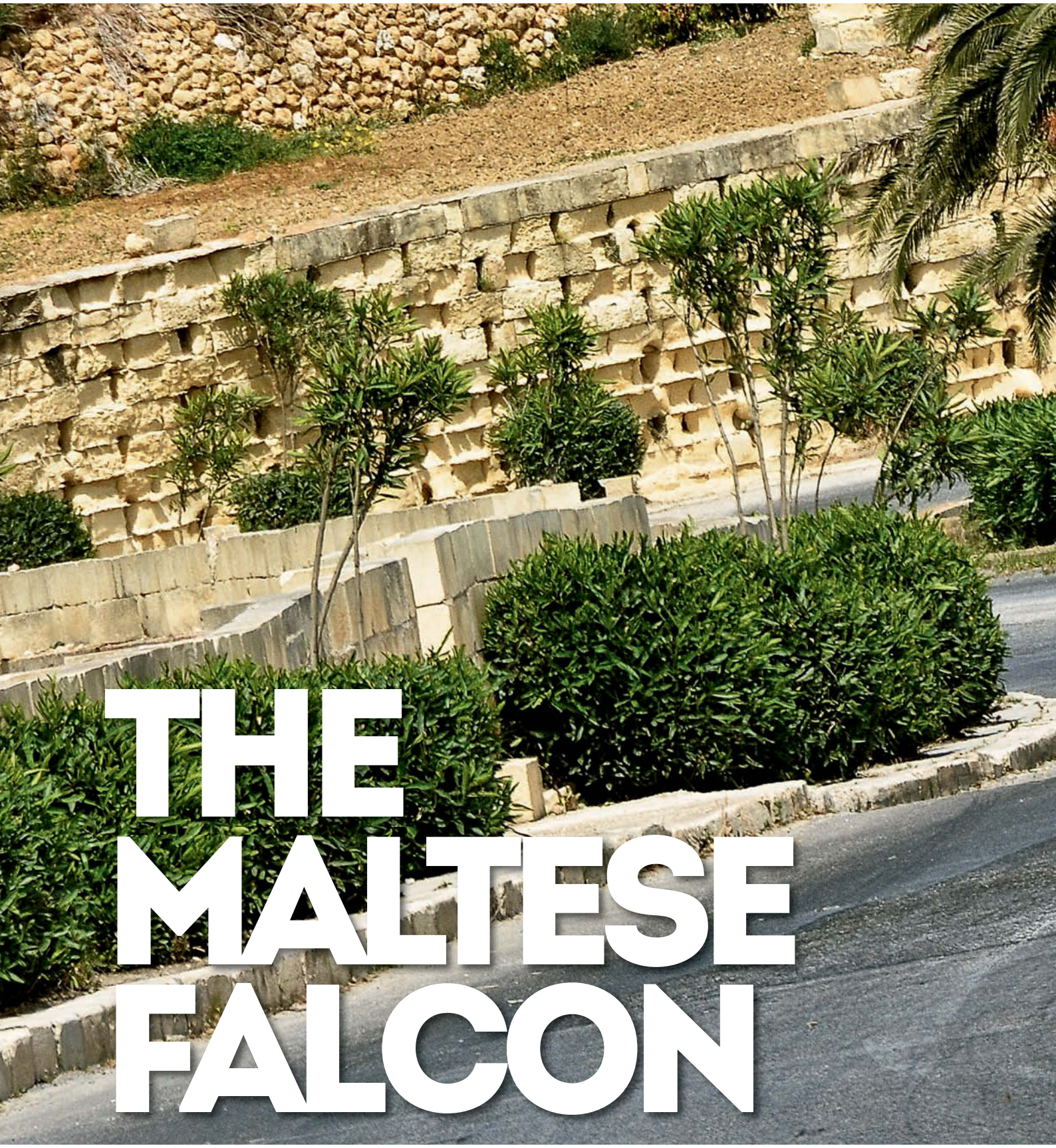


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THE MALTESE FALCON

There are a lot of directions that you can take an EK Civic in; stance, drag, OEM+, you name it. But for Jason Cini, it always had to be a race car…

Words: Daniel Bevis Photos: Chris Wallbank

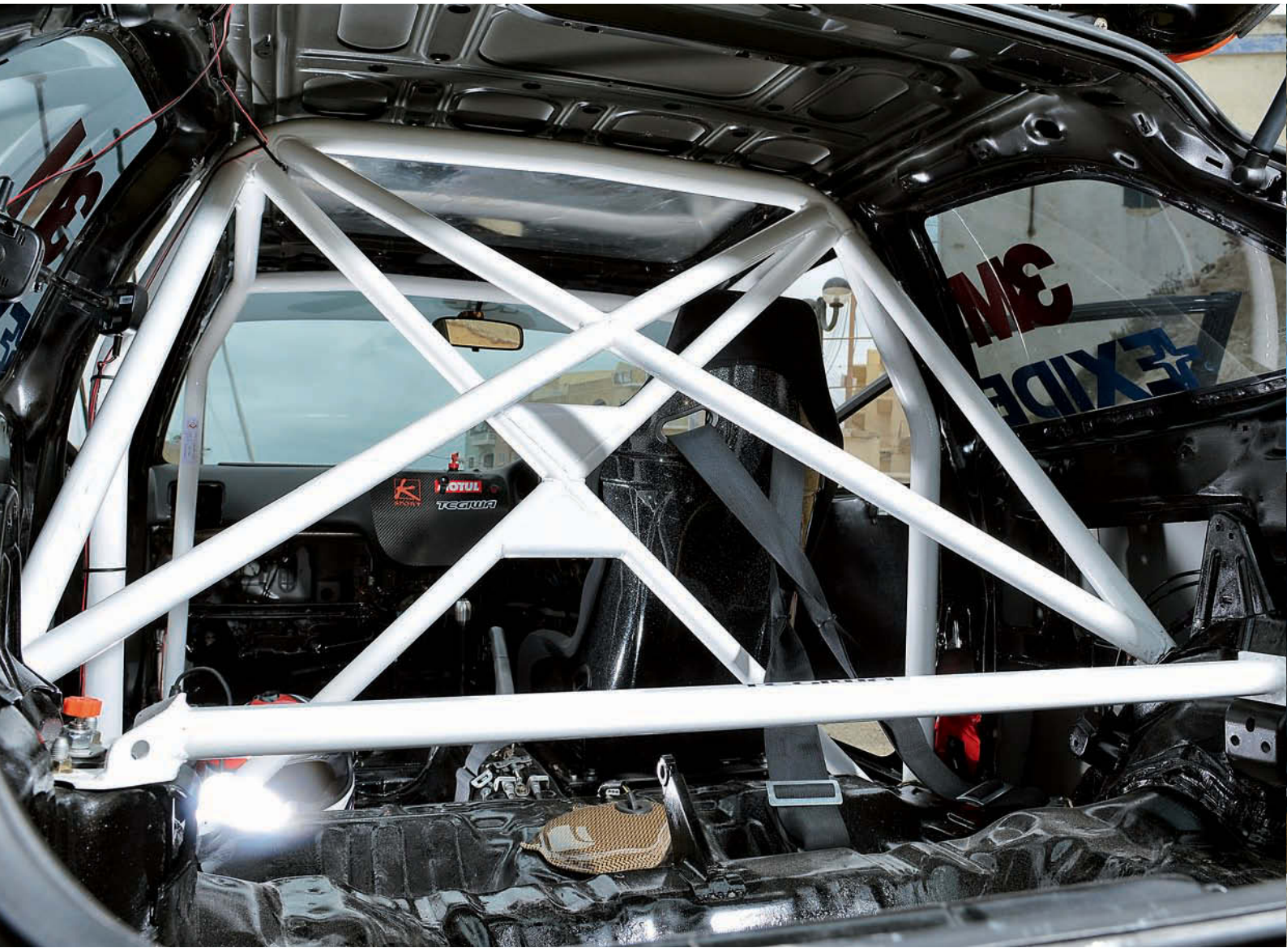

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TICK… TOCK. TICK… TOCK. The sound of inevitability, those infinitesimal slivers of time edging by as you wait for the flag to drop. TICK. You're pushing against yourself; the best times you've set, the highest speed, the latest braking, the most extreme lateral G. TOCK. Everything you've achieved in building the car, hurtling toward this one make-or-break dash for the chequered flag. TICK. You've built it well, you know you have, with quality parts and a clear strategy; everything that happens now is down to your own human fallibility. TOCK. Race time. Drop the clutch, excite the hydrocarbons, surprise the rubber, get the jump on your opponents. These coming minutes, these are the ones that matter. Time spirals and telescopes into a fractal of forthright purpose; the race against your opponents, yourself, the track, the limits of the car. Countless hours of work distilled into one snapshot moment. That's the thrill of motorsport.

You'll notice that the scenery behind this rather lairy stickered-up Civic speaks of holiday warmth and subtropical foliage. Your eagle-eyes don't deceive you, for although the Honda wears deceptive Japanese plates, we're actually looking at the shimmering republic of Malta. This densely populated archipelago is best known to many petrolheads as the spiritual home of classic Ford drag-racing, with endless big-power Escorts being churned out from high-end garages, back-street chop-shops, and everywhere in between. But Malta is about far more than the Blue Oval; the modified car scene over there is frankly insane, and they have a massive count of motorsport-fans-per-capita compared to pretty much any other country you care to name.

"The Japanese car scene over here is great," enthuses Jason Cini, owner of this intimidating EK Civic. "You can find lots of Toyotas, Subarus, Mitsubishis, from classics right up to the present day. I've personally always been a Honda fan; before now I've owned over 30 Hondas – at the moment I've got a Euro-spec Integra, an EK9 Civic, an EF Civic, and soon I'm getting a Premier Edition EP3. I guess the thing about Hondas is that they just totally get you addicted! The scene around them is excellent, people who don't know each other are brought together online and in real life to talk about their shared passion. I'm a Honda fanatic!"

In addition to holding the keys to the EK, Jason is also the owner of Source-R Autostyling – a big hitter in the Maltese JDM tuning scene, and sole distributor for such brands as Tegiwa, Skunk2, Spoon Sports, K-Sport, 12Tune and various others. If you live in Malta and have a Japanese car, they're your lads, basically. So it makes sense that they'd pull together their knowledge of filling Hondas with go-faster bits along with their







From the Mugen spoiler through to the sticky tyres, every inch of this car oozes performance





"The EK has always attracted me. I think it's the design more than anything – after 20 years it still looks fresh"

EK4 Honda Civic VTi

Engine: 1.6-litre B16A, stock internals, AEM V2 cold air intake, Skunk2 cat-back exhaust system, Tegiwa manifold wrapped in Kevlar heat wrap, Mocal 16-row oil cooler, Tegiwa silicone hoses, Tegiwa alloy radiator, Motul 300V oil

Transmission: MFactory 4.7 final drive, MFactory carbon-lined syncros, RPC Stage 3 clutch kit, RPC lightweight flywheel, Tegiwa driveshafts

Chassis: Lightweight 7x15" six-spokes with 205/50 Toyo R888s, Tegiwa lugnuts, K-Sport coilovers, K-Sport rear camber kit, K-Sport RLCA, Skunk2 front camber kit, Energy Suspension bushes, HardRace front and rear drop links, Tegiwa extended ball-joints, Tegiwa three-point front upper brace, Tegiwa rear upper brace, BWR subframe support, RPB front and rear brake discs, HEL brake lines, Ferodo DS2500 front and rear pads, Tegiwa brake stopper, Motul 600 brake fluid

Exterior: BYS front bumper, Mugen spoiler, bonnet pins, yellow tinted headlamps, polycarbonate front windows, LTEC tow strap

Interior: Fully stripped (70kg weight loss), SASSA multi-point roll-cage, K-Sport six-point harness, K-Sport racing seat, QSP deep-dish steering wheel, Tegiwa gear knob, carbon fibre dash parts, main switch and 2kg fire extinguisher

Thanks: Tegiwa Imports, 12Tune.com, K-Sport Racing, Spoon Sports Europe, Kuki Garage, Motul Malta, 3M Malta, Schembri Batteries, Island Car Club, all my friends and family, and all my employees at Source-R Autostyling





Right: B16A motor remains standard internally, relying on the assistance of some top-spec bolt-on bits to make it howl





contacts throughout the parts supply world, and build one hell of a company showcase. Well, that and the fact that Jason just fancied doing it. “I always wanted a race car, and the EK Civic is a great base for one,” he grins. Fair enough.

“The EK has always attracted me,” he continues. “I think it’s the design more than anything – after 20 years it still looks fresh, it hasn’t aged badly. I managed to get hold of this car as it belonged to a client of mine who wanted to get rid of it, and since I used to modify it for him I already knew the history of the car and what it had been through. And as soon as I got it, I knew what I needed to do; it couldn’t be any other way, it had to be my race car.”

He’s done a blinder of a job too, hasn’t he? Helping himself to a variety of parts from the shelves of Source-R, he’s stirred an awe-inspiring amount of performance prowess into what is an already rather impressive little hatchback. Starting under the bonnet – just to ease you in – you may be surprised to learn that the searing jaffa cam cover and Kevlar detailing belies a B16A motor that’s actually running stock internals. This is more a statement of how brilliant the B-series is in factory form than a highlight of something lacking; we’re taking on Lotus visionary Colin Chapman’s much-quoted ethos to ‘simplify, then add lightness’. But we’ll come on to that in due course. Firstly, let’s look at how Jason’s augmented that architecturally stock 1.6-litre unit: the principle improvement here relies on the notion that an internal combustion engine is effectively just a great big air pump, and the way to get it functioning more efficiently is to improve the breathing at either end. With this in mind, improved inhalation comes courtesy of an AEM V2 cold air intake, while a Tegiwa manifold and Skunk2 cat-back exhaust take care of the exhalation. Bigger lungs equals bigger performance. In addition, we can see an alloy radiator, Mocal oil cooler, and some sturdy silicone hoses. It’s all belt-and-braces stuff. This pattern of beefing up the essentials continues through the drivetrain, with MFactory providing the stronger gearbox internals, combining with uprated clutch and flywheel from RPC to really give the EK the edge. Now, about that ‘adding lightness’ we were talking about…

Inside the car, Jason’s managed to strip out an impressive 70kg by junking anything at all that wasn’t needed for the task of going fast. Carpets, soundproofing, seats, you won’t find any of that here (well, one seat. Otherwise the car just becomes a big expensive ornament). The K-sport driver’s seat is a lightweight affair, necessarily bolstered by a six-point harness. The cut-down dash features carbon-fibre components, and the QSP wheel is a logically tactile ingredient. Oh, and had you spotted that roll-cage? It’s a whopper, isn’t it?







You know things are getting serious when you see two x-braces in the rear. It's all part of a quest for stiffness, and structural and torsional rigidity; see also the front and rear Tegiwa strut braces, and the brake stopper mod. Heard of this? It's a natty little gadget that counteracts the flexing of the bulkhead by the master cylinder, eliminating the reduced pedal feel that EKs can suffer under heavy braking. It's details like this that show how serious Jason is.

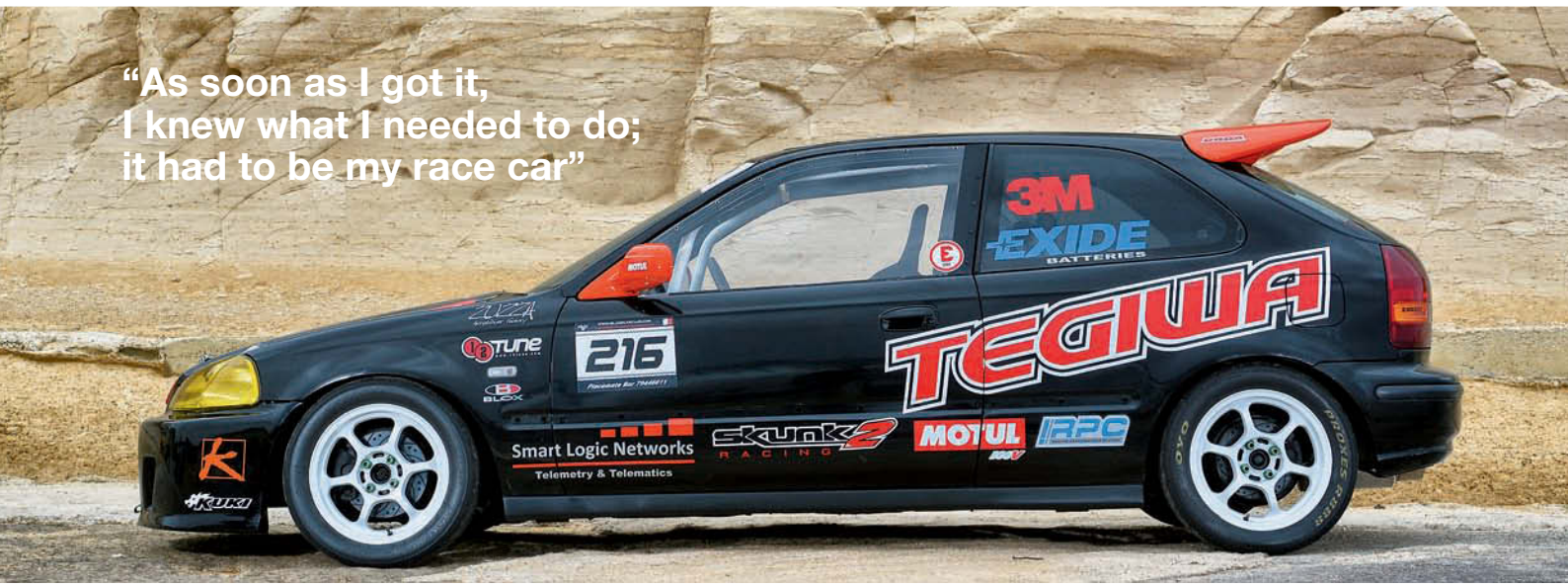
Speaking of serious, let's move on to the chassis. There's no point just stripping all the weight out of a car and seeing what happens; you'll end up with a comically high centre of gravity. With motorsport aspirations firmly entrenched, Jason's brought things down to Earth and under control with a coilover setup from K-Sport. It's joined by camber adjustment at all corners, hardcore bushing and uprated drop links. And, of course, two of the most important upgrades to a competition machine: decent brakes – in this case RPB discs with Ferodo pads – and dependably grippy tyres. Medium compound Toyo R888s are more than up to the task here.

"We modify cars like this for a living, so we can't always find the time for our own projects," Jason explains. "But we were usually working up until 11 o'clock at night on this one, just because we were enjoying it and wanted to see it through. And it was all worth it! We had a lot of support from our suppliers and local distributors, and the feedback from the finished car has been great.

"We originally intended the Civic to be raced in local hillclimbs, but after we'd started doing that we went over to Sicily to race at a place called Racalmuto; we posted a time of 1:21 there which, believe me, is a very good time for a near-stock B16!"

Everything about this tale confirms that Jason, along with his crew at Source-R, appreciate all of the individual elements of motorsport preparation, along with how they slot Tetris-like together into one glorious whole. As he sits on the start line, that inexorable TICK… TOCK, TICK… TOCK metronoming against his own pulse, all of the pieces click into place. The car is right. His frame of mind is right. And his own reactions to the power and handling, his own inputs and responses? Well, it sounds like there's not a lot wrong there either. It's a triumph of man and machine, bringing a bit of Hamamatsu to the sun-kissed Mediterranean ✹







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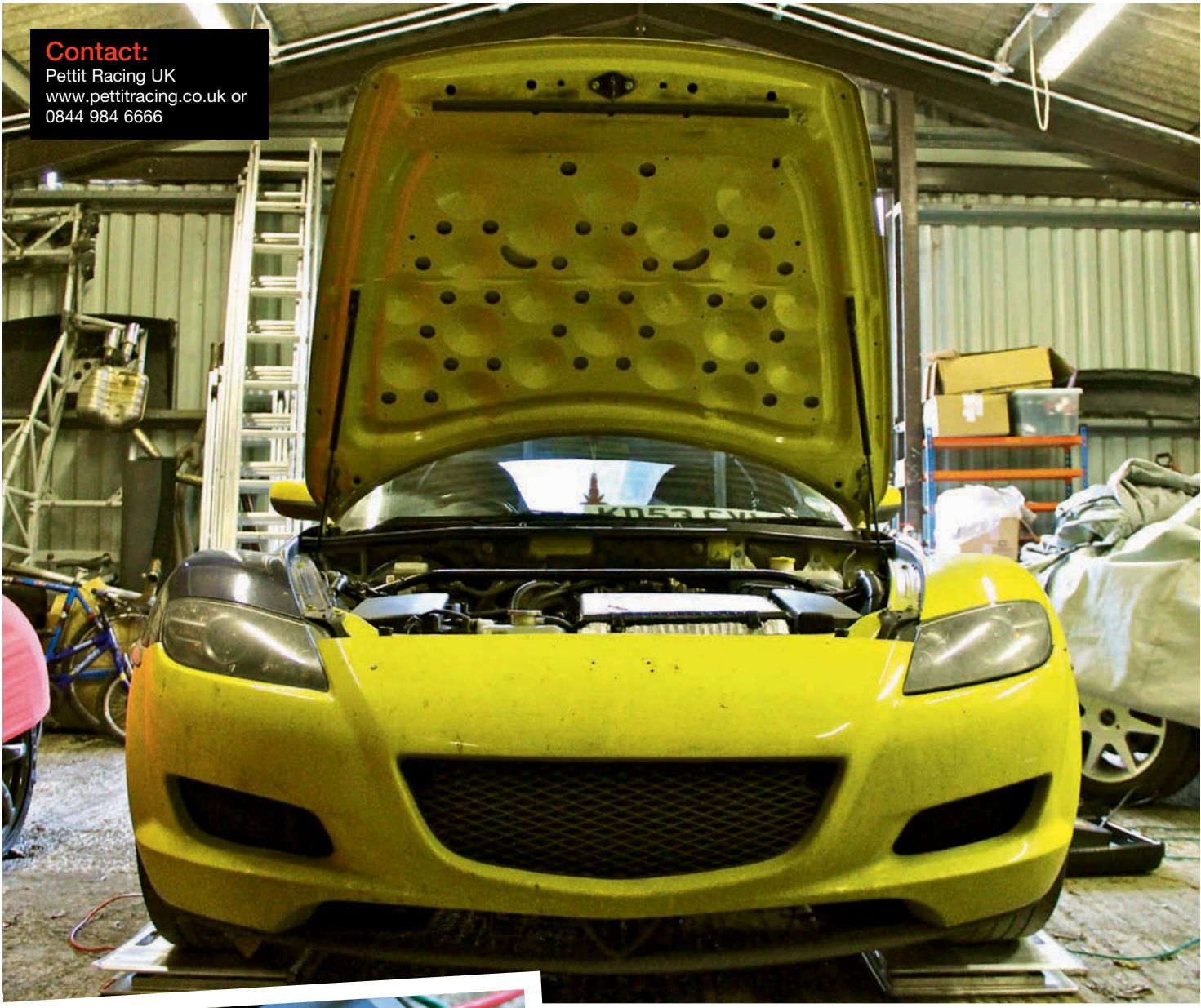
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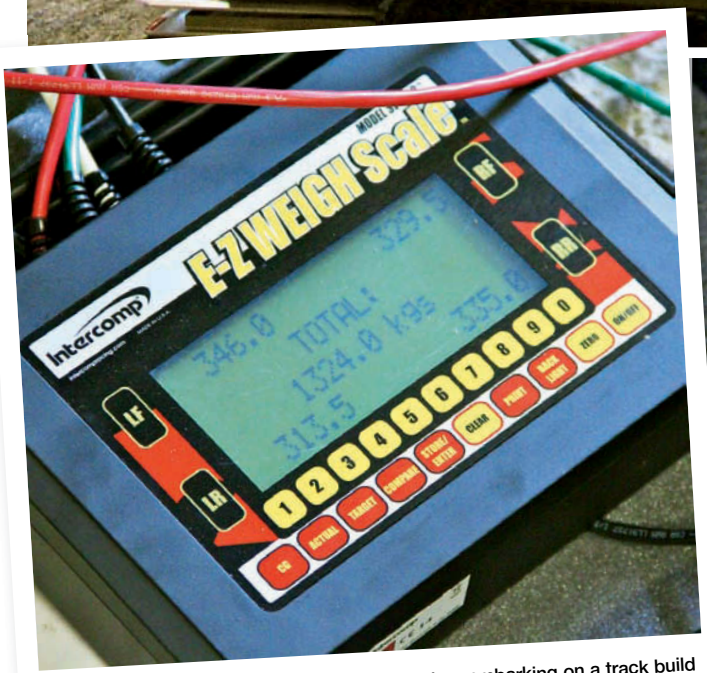
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Getting the weight of all four corners is vital when embarking on a track build

BANZAI/PETTIT RACING
SE3P MAZDA RX-8

Comments?
Contact us at banzai@unity-media.com



With the RX-8's first track outing just around the corner, we popped to Pettit Racing UK's HQ to get all scientific. This exact car was once used to develop performance RX-8 parts and bring them to the market. One of our goals from the start of this project was to continue this process. In the coming months we'll be helping design and develop an all-new coilover kit for the Mazda, as well as fitting other chassis components to enhance its on-track capabilities.

In order to determine the required spring rates and damping though, it was important we knew the exact weight of the battle-scarred RX-8. In particular we wanted to 'corner weigh' it; measure the precise weight under each wheel. Pettit Racing UK used an Intercomp E-Z Weigh Scale system to do this. It's a relatively simple process; the four wheels are positioned on to four individual scales, which are all connected to a central monitor and the weights displayed. It's not rocket science!

A standard RX-8 has a wet weight (all fluids full including fuel) of around 1370-1380kg. That's already an impressive figure considering this is a four-door, four-seater sports car with leather, sat nav and a nine-speaker Bose sound system we're talking about. Our RX-8 weighed in at just 1324kg, making it the best part of 46-56kg lighter than a stock car. That may not sound a lot, but if you tried carrying around 50-odd bags of sugar, we're sure many of you would struggle.

Where has this weight gone? Well, the substantial heated leather front seats have been replaced with lightweight carbon Kevlar Drift Mugello reclining buckets, much of the underbonnet and boot sound-deadening has been removed and the heavy exhaust system has made way for a beautiful Pettit setup instead. There are also countless other clever touches like the fitment of a slimmer 192 PS washer bottle and the removal of the air conditioning gubbins. With the RX-8 rotaries being notoriously difficult to eek substantial power gains out of, weight reduction is arguably the most important aspect of RX-8 tuning.

Also noticeable on the four-reading scales is how the front right corner is significantly lighter (16.5kg) than the front left corner. This goes some way to compensating for the additional weight of a driver. All of this corner weight information will now be supplied to the suspension company Pettit is working with, and together the perfect track-focused setup readied.

Before making our way home, we also took the opportunity to fit the lightweight Alcantara dished Drift wheel. With the yellow flash at the top, it ties in perfectly with the Lightning yellow paint and carbon Kevlar-backed seats. As well as coming with all the required resistors to 'blank' the airbag warning light, it also brings the wheel closer to the driver, a useful feature considering the RX-8's wheel isn't rake adjustable (only height). It feels great too so we can't wait to let the Mazda loose on track again after its lengthy spell on the sidelines!



Dished Alcantara Drift wheel is much more pleasing on the hands than the standard item



Right: Hond-R's ramps are specially designed for lowered cars... clever!



SAM PRESTON
EP3 HONDA CIVIC TYPE R

Comments?
Contact me at spreston@unity-media.com

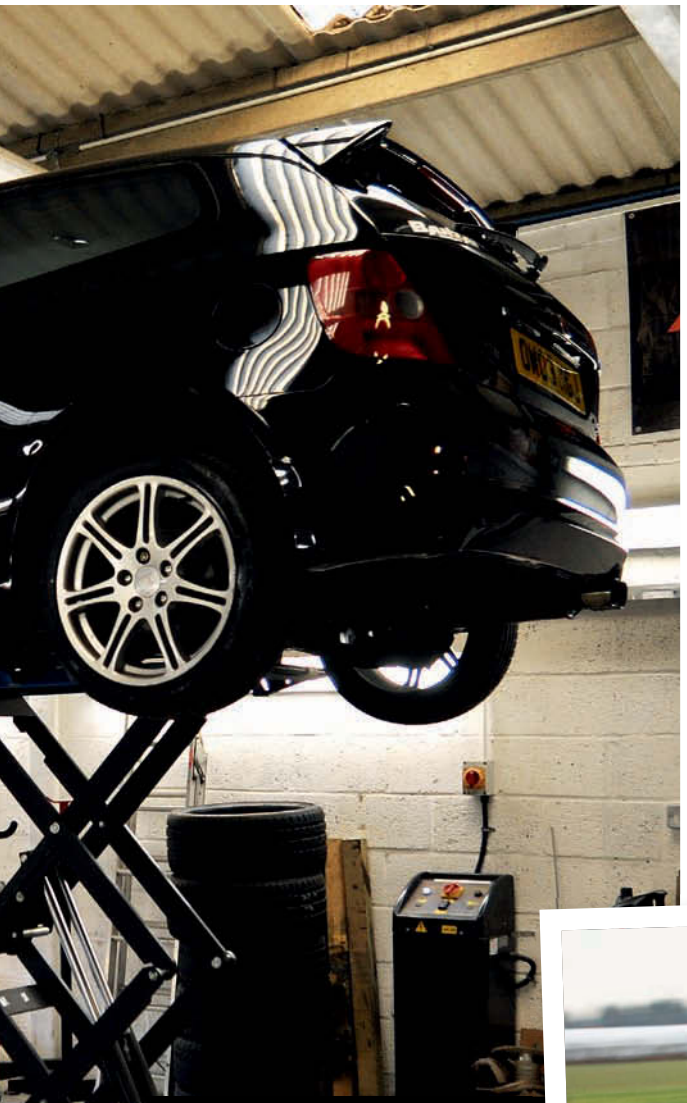
Being the sensible person I like to think I am, the Civic was given a complete once-over this month before the more serious modifications start to unfold. The more I drove the car after buying it, the more I got a sense that it hadn't been given much TLC in recent months. Nothing serious, but I could almost hear it crying out for a bit of freshening up.

It's for this reason that I recently spent the day down at the Hond-R headquarters in Oxfordshire. When it comes to Hondas, if these guys don't know about it, it's probably not worth knowing. Once I'd torn myself away from some of the incredible engine-conversion builds the guys were currently undertaking (which they told me must remain strictly hush-hush for the time being!), we tentatively got my EP3 up on the ramps to see what was what.

Expecting to be greeted with a mass of oily, rusty suspension components, I was amazed at what we actually found. The flat underbelly of these cars is a work of art in itself, and I was blown away by how clean and up-together everything seemed to be. If you haven't checked out the suspension setup on a standard EP3 Type R yet, you're likely to be pretty impressed with how comprehensive and well thought-out it all is should you ever venture under one.

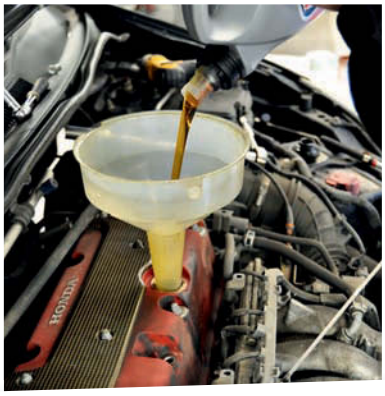
Hond-R's Russell proceeded in draining the gloopy oil to make room for some top-notch Millers 5w40 NT fluid, which the car happily slurped up all five litres of. As the VTEC system in Honda engines relies on oil pressure to work effectively, I was expecting a notable difference in the way the car pulled itself down the road following the service, and I wasn't disappointed...

After the plugs and filters were also replaced, we decided to further freshen up the engine bay by adding my Spoon





Premium service parts ensured the Civic was performing better than ever afterwards







Pic: Jonathan and Lindsey Fletcher

Contact:

Hond-R
www.hondaperformanceparts.co.uk
01235 530055

VTEC Challenge
www.vtecchallenge.co.uk

Spoon Sports Europe
www.spoonsportseurope.net
01934 751085

Sports carbon-Kevlar spark plug cover supplied by the guys at Spoon Sports Europe. This eye-catching, super-light strip should really set the engine bay off once I've got shot of some of the excess clutter under the bonnet and given the rocker cover a lick of paint. It also carries quite a back-story, having been taken off the company's ex-development blue DC5 Integra which has been doing the rounds up and down the country recently.

Things were going well as I headed west in my sharpened-up car, aiming to partake in the VTEC Challenge dial-in track day the following day (see page 92). What could possibly go wrong the day before a planned track day? Well, I was about to find out, as driving over a considerably deep pothole on the M4 resulted in a dreaded hissing noise coming from my front right tyre. I don't want to dwell on this nightmare of an evening, but one thing I've learnt from the whole experience is that the spacesaver tyres on EP3s stupidly don't fit on the front axle thanks to its larger brakes than the more boring versions of the car. A lot of shuffling around of wheels on the side of the motorway later, I limped home.

Thanks to my friend Kris, who kindly lent me the wheels from his Accord Type R, I headed to Castle Combe as normal to experience my first track time behind the wheel of the Type R. After just a few corners, I was giggling like a small child as I began to experience the true colours of the car I had recently bought.

Taking this car to the limits is something that is very hard to do on public roads, no matter how much of an idiot you like to drive. On track though, the way the car buzzes through the close-ratio box and keeps itself pinned through even the tightest of corners has really proven to me how special and capable cars sporting the 'Type R' badge really are, even in standard trim.

But watching the racing versions of my Civic fly past me has made my serious craving of modifications reach melting point! Hopefully it won't be too long now before I can start seeing my lap times shaved off considerably…



Contact:
Cobra Seats
www.cobraseats.com
01952 684020

Tarmac Sportz
www.tarmacsportz.co.uk
01332 602247





PAUL COWLAND
SUBARU BRZ

Comments?
Contact us at banzai@unity-media.com

What a difference a few weeks makes! Last time I showed you the BRZ, it was a fine looking beast but it didn't have an interior that snapped necks and cosseted posteriors like this one does. The difference between this very different 'before' and 'after' transformation is down to one exceptionally talented and impressively thorough group of individuals; the designers, fabricators and sewing-bee maestros that inhabit Cobra Seats in Telford.

My friend Mark Dunsford runs the company as the third generation of his clan to do so. Although the technology and scale behind the operation may have moved on a bit since his grandfather was stitching up bespoke interiors for the AC Cobra, or since his father was sweeping the grids, paddocks and show-circuits during the '80s and '90s, there is still a healthy dose of good-old-fashioned craftsmanship, attention to detail and superb design flair being executed on a daily basis. Cobra may be a modern company these days, but at its heart it's still doing things the way it's always done – hand-finished – and all the better for it.

When I dropped the car off, I only really left one instruction: "Make it look and feel like some sort of limited edition." The rest I was confident to leave up to Mark and his team.









Knowing their work and standards well, I felt I would be in good hands. We discussed creating something that would pick up on the OEM design cues around the cabin and elevate them further to create a truly classy interior ambience. The only thing I needed to decide was which seat they would base the whole design language around, and despite a vast range of styles and types to choose from in the Cobra portfolio, this was a decision that was easy to make once Mark unveiled the firm's latest 'Nogaro' perch. Aimed squarely at track day and fast road enthusiasts, this stunningly sculptured new design balances deep support and light weight with a low side bolster – ideal for hopping in and out of on a frequent, daily basis. As a fitment for any quick car that will see mainly road work with an occasional track outing, it is the perfect seat. Composite GRP or full carbon fibre options are available, but in the interests of keeping things relatively real, I went for the former!

After a good catch up over a few cups of tea – and my usual tour of the factory to see what cool stuff was going off – I left the car there, before driving home in good spirits, counting down the days until the grand unveil a few weeks later. This was to prove to be a period of waiting akin to the glacial slowness of time that a seven-year-old suffers on the run-up to Christmas. I couldn't wait to see what the Cobra team had managed to come up with.

Finally, the long-awaited day came, and it was all I could do not to trigger every speed camera on the way down to Telford as I sprinted back to the factory. When I arrived (thankfully without any tickets) what greeted me was vastly beyond my wildest dreams – something I hope that I have managed to convey in the photos. This wasn't simply a pair of smart seats and a retrim… this was a full-blown interior makeover. It's not often that I get stuck for words in my line of work, but the sheer quality of the work done – and just how right it all looked in the BRZ's cabin left me open mouthed for minutes on end. Suffice to say, I *loved* it!

So let me talk you through the highlights of this transformation. That the seats were always going to be amazing was a given… but just look at them! Leather and Dinamica, with colours and stitching taken from the original pews. Not only are these seats more supportive than the originals they replace but they're also a great deal lighter, making them the perfect addition to a featherweight NA car like the BRZ. Now, most of you will know that Cobra makes superb seats, but did you also know that it has a bespoke trim division too? Not only can it trim its own products in any possible trim style, material and colour choice you can think of, but also the rest of the car as well! The rear seats now boast the same stunning finish as the fronts, but did you notice the doorcards too? Or the gear lever and handbrake gaiters? Every single detail of this car has been picked over and reworked to make it perfect. And then there's the dash panel, plastic trim pieces and interior door handles. Carefully removed by Cobra's trim team – and then flawlessly refinished in the same satin grey that Ferrari use in many of its latest cabin offerings. Just perfect!

But even with that done, Team Cobra hadn't finished yet. Next up was a set of custom carpet mats for both the cabin and boot, with red leather binding in the cabin to match the seats, while out back, a tasteful and practical black binding with red stitching, following the design cues from the cabin and aping the original red factory stitching on the doorcards and steering wheel.

I don't have to tell you how happy I am with this job. Look at the pictures. Who wouldn't be, sitting in this incredible space? It has totally changed the demeanour of the car and made it an even nicer place to spend my driving time. And let's face facts, it was none too shabby before, was it? Hopefully it might inspire a few of you out there in readerland, and encourage you to make the same pilgrimage to Telford to get your ride improved in the same way.

With the interior now sorted to perfection, I felt as if I should also make at least one token exterior mod this month, and this came in the shape of the small, but perfectly formed, Perrin stubby radio aerial from the ever-brilliant team at Tarmac Sportz, just down the road from me in Derby. Replacing the rather long and ungainly factory offering, these smart little fellas are half the size, much nicer quality and don't affect the signal quality at all. Also, at a shade over 30 quid, they shouldn't rob too much of your modding budget, either. I went for the 4" version, but there's also a super-stubby 2" alternative for those really worried about excess inches.

So that's me this month! Sitting pretty and with the nicest interior I've ever had in any one of my 20-odd Subarus. A massive thanks once again to all concerned. Now how am I going to top that next month, eh?

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NISSAN'S LMP1 CAR GOES AGAINST THE GRAIN

Think of some of the recent cars to win the Le Mans 24-hour endurance event and you'll probably conjure up a fairly vivid image in your head. An image of a swooping race car with a huge, wide section at the back housing a monstrous engine of some sort, leaving the driver slung over the front chassis and a squat nose up front.

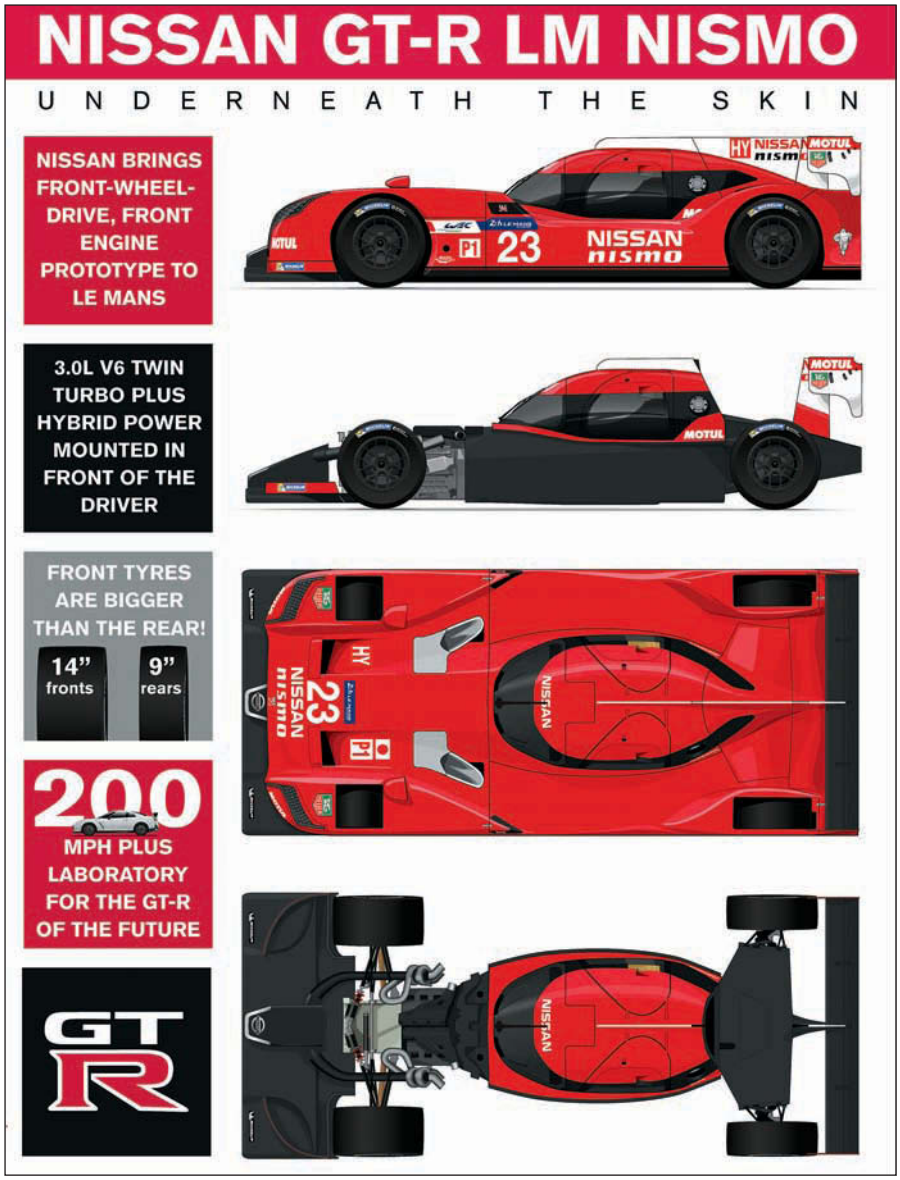
So you can imagine the shockwaves that ricocheted around the motorsport world when Nissan recently unveiled its highly anticipated GT-R LM NISMO 2015 World Endurance Championship contender at the Superbowl XLIX event – a car which takes the concept of an LMP1 car and flips it on its head to produce a front-engined, front-wheel drive racer which Nissan hopes will take on the competition thanks to the revolutionary technology it promises to house.

The final details are still fairly sketchy but we know that a three-litre, twin-turbo V6 petrol engine will sit in front of the driver to power the wide front wheels, helped by an engine recovery system to 'augment acceleration'.

Nissan Team Principal and Technical Director Ben Bowlby justifies the bold move by the brand: "The regulations have allowed us the freedom to create a significantly different looking car. Nissan are bold challengers who are prepared to innovate in order to get a high performance outcome so we've turned the whole concept of the conventional LMP1 car of 2014 on its head." Could this car provide an insight into what we might be able to expect from an upcoming version of the road-going GT-R? We'll have to wait and see…

The first WEC race kicks off on 12 April at Silverstone.

Contact: **www.nissan.co.uk**



JAP DRAG SERIES GETS NEW SPONSOR

For us one of the highlights of the events calendar is the MSA Jap Drag Series which takes place at Santa Pod. With 1000bhp+ monsters aplenty tearing up the strip, what's not to like?

Santa Pod is pleased to announce that this year the title sponsor for the championship will be world-renowned Millers Oils. Jason Lavender of Millers Oils commented: "We hope Millers Oils' involvement will ensure the continued success of the Jap Drag Series in bringing on the championship and helping new drivers take part."

Website: www.japdragseries.co.uk







GT-R GT3 ENTERS GT MASTERS

Nissan's GT-R NISMO GT3 has been the weapon of choice for several race teams in various race series across the globe for a few years now. And it looks like 2015 will be no different, with orders already confirmed for the car to be used in the German ADAC GT Masters Championship later this year.

The successful race team, MRS GT-Racing, will use two of the brand-new 2015-spec cars in this year's championship, with the cars currently in the process of production and shakedown at UK company JRM. 2013 Nissan GT Academy winner Florian Strauss will pilot one of the vehicles for the season, hot on the heels of his overall win in a GT-R at the Bathurst 12 hours event in Australia.

Contact: www.jrm-group.com

2015 MOTORSPORT CALENDAR

MARCH

13-15	**Formula 1** *Australia*
22	**Jap Drag Series** *Santa Pod*
27-29	**Formula 1** *Malaysia*
28-29	**Civic Cup** *Donington*

APRIL

2-4	**ERC** *United Kingdom*
4-5	**VTEC Challenge** *Silverstone*
4-5	**BTCC** *Brands Hatch Indy*
10-11	**Formula Drift** *Long Beach*
10-12	**Formula 1** *China*
17-19	**Formula 1** *Bahrain*
17-19	**WTCC** *Morocco*
18-19	**D1** *Odaiba*
25	**Classic Time Attack** *Cadwell Park*
25	**Time Attack** *Cadwell Park*
25-26	**Civic Cup** *Brands Hatch Indy*
25-26	**Jap Drag Series** *Santa Pod*

MAY

1-3	**WTCC** *Hungary*
1-3	**Formula 1** *Korea*
8-9	**Formula Drift** *Road Atlanta*
8-10	**Formula 1** *Spain*
14-17	**Nürburgring 24hrs** *Nürburgring*
15-16	**WTCC** *Germany*
16-17	**VTEC Challenge** *Rockingham*
16-17	**D1** *Suzuka*
22-24	**Formula 1** *Monaco*
23-24	**Civic Cup** *Croft*
31	**Classic Time Attack** *Snetterton*
31	**Time Attack** *Snetterton*

JUNE

4-6	**ERC** *Portugal*
5-6	**Formula Drift** *Orlando*
5-7	**WTCC** *Russia*
5-7	**Formula 1** *Canada*
13-14	**BDC** *Knockhill*
19-21	**WTCC** *Slovakia*
19-21	**Formula 1** *Austria*
20-21	**Super GT** *Thailand*
21	**Classic Time Attack** *Brands Hatch*
21	**Time Attack** *Brands Hatch*
25-27	**ERC** *Belgium*
26-27	**Formula Drift** *Wall Speedway*
26-28	**WTCC** *France*
27-28	**VTEC Challenge** *Snetterton*
27-28	**D1** *Tsukuba*

JULY

3-5	**Formula 1** *UK*
5	**Jap Drag Series** *Santa Pod*
10-12	**WTCC** *Portugal*
11	**Classic Time Attack** *Oulton Park*
11	**Time Attack** *Oulton Park*
11-12	**BDC** *Teesside*
17-19	**ERC** *Estonia*
17-19	**Formula 1** *Germany*
18-19	**Civic Cup** *Anglesey*
18-19	**VTEC Challenge** *Castle Combe*
24-26	**Formula 1** *Hungary*

AUGUST

1-2	**Jap Drag Series** *Santa Pod*
1-2	**D1** *Ebisu*
16	**BDC** *Rockingham*
21-23	**Formula 1** *Belgium*
22	**Classic Time Attack** *Croft*
22	**Time Attack** *Croft*
22-23	**VTEC Challenge** *Brands Hatch*
22-23	**Civic Cup** *Silverstone*
28-30	**ERC** *Czech Republic*
29-30	**Super GT** *Suzuka*

SEPTEMBER

4-6	**Formula 1** *Italy*
5-6	**D1** *Maishima*
6	**BDC** *Silverstone*
11-13	**WTCC** *Japan*
12-13	**Civic Cup** *Snetterton 300*
18-20	**Formula 1** *Singapore*
19	**Classic Time Attack** *Rockingham*
19	**Time Attack** *Rockingham*
19-20	**BDC** *Anglesey*
19-20	**Super GT** *Sugo*
25-27	**WTCC** *China*
25-27	**Formula 1** *Japan*
25-27	**ERC** *Cyprus*
26	**VTEC Challenge** *Mallory Park*

OCTOBER

3-4	**Civic Cup** *Donington*
9-11	**ERC** *Greece*
9-11	**Formula 1** *Russia*
11	**Jap Drag Series** *Santa Pod*
17-18	**VTEC Challenge** *Donington*
23-25	**Formula 1** *USA*
24-25	**D1** *Odaiba*
30-1Nov	**WTCC** *Thailand*
30-1Nov	**Formula 1** *Mexico*
31-1Nov	**Super GT** *Autopolis*

NOVEMBER

5-7	**ERC** *France*
13-15	**Formula 1** *Brazil*
20-22	**WTCC** *Qatar*
27-29	**Formula 1** *Abu Dhabi*

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DAN TANFIELD
TOYOTA MR2

Is it just us, or do second-generation MR2s just get more and more cool as time goes on? Examples such as Dan's here certainly make us think so…

His stunning white T-Bar model has the grunt to back up the sporty looks, as Dan has treated it to a full engine rebuild before adding some tasty bits to the boosted engine. ACL race bearings, Pipercross induction kit, HKS blow-off valve, you get the picture… The result is a very healthy 267bhp and 272lb ft of torque. We can only imagine how much of a hoot it is to drive! Elsewhere, Cusco front and rear strut braces, BC Racing coilovers and a Whiteline rear anti-roll bar enhance an already great-handling chassis. Styling-wise, Dan's let the car's sumptuous standard curves do the talking aside from some stunning Enkei Racing S alloys which look spot-on. Time to scour the classifieds for an MR2 of our own, we think…



MICHAEL ALESSANDRO
HONDA CIVIC

Michael's wife bought this spotless Tahitian green EG hatch for herself last year as a treat for passing her driving test, and so far things have been going great! Raiding the Spoon Sports parts bin means the car is now equipped with an N1 exhaust along with a front splitter, rear spoiler and door mirrors from the respected brand.

Underneath, springs take the car down by 60mm, whilst D2 lower control arms keep the car in check. Simple JDM touches like the amber side repeaters and indicators all add up to bring a simple but effective air of class to the gorgeous car. Next up: some Rota wheels and a full respray!



ASHBEY DARTNELL
HONDA ACCORD

It's fair to say Ashbey is pretty passionate about his Honda Accord: "It's my first Jap car and I've really fallen for it – needless to say it's the first of many to come!" he tells us.

In the last year or so, his Type S has been kitted out with mods such as BC Racing coilovers and some custom Corbeau thrones to enhance the car's grand-tourer appeal. Under the bonnet, the K24 lump breathes through a cold air box and full Powerflow exhaust system. "It's got plenty of grunt!" explains a content Ashbey.

You may have spotted this car at many of last year's shows across the country, and he plans for much more of the same for 2015…







ADAM COLE
TOYOTA MR2

What's the first thing you do after purchasing a naturally aspirated MR2? Well, plonk a turbo engine in, if you're anything like Adam here! The new engine is also rocking a GReddy intercooler, HKS cams and an impressive looking Blitz exhaust amongst other tweaks to produce a rather rapid little weapon.

A smattering of carbon fibre, some JDM rear lights and a set of lightweight Rota wheels set the sinister car off very nicely. Nice job Adam!



DANIEL SOPHER
HONDA CR-Z

We personally think that the Honda CR-Z is one little sporty coupé that deserves far more attention that it gets. Thankfully, people like Daniel are here to save the day, with modified examples proving just how appealing these cars can become with just a few tweaks.

Taking USDM inspiration for the exterior styling, Daniel has opted for C-West side skirts and a Bayson R front lip to add a touch more menace to the already sharp hybrid. TEIN coilovers take care of the handling, whilst the futuristic engine gets a custom exhaust and induction kit along with a Spoon Sports inlet chamber.

We reckon we're going to see more and more modified versions of the CR-Z (fingers crossed!) as the prices gradually fall, and if they're anything like Daniel's, that's a very good thing indeed!





CHRIS FISHER
MITSUBISHI EVO VI

One peek at Chris' spec list for his Evo and you'll realise that the vast majority of his time and effort on this build is focused around the area directly under the bonnet.

The 4G63T lump is fully forged and boasts goodies such as ARP studs and a Cosworth head gasket to ensure the block is completely bullet-proof. Bolted on to the side is a Race Tech exhaust manifold, finished off with a monstrous four-inch custom exhaust system. With uprated fuelling components and a Blitz boost controller, Chris is hoping for well over 400bhp once the car gets properly set up by the guys at Indigo GT. Sounds like a very achievable figure to us!





UJ MONERA
HONDA CIVIC TYPE R

Take a standard 2004 EP3 Type R then, over three years, add some of the most premium performance parts money can buy to improve every characteristic of the hot hatch. What are you left with? UJ's Satin silver marvel, that's what!

A full Spoon Sports N1 exhaust system may not be the cheapest of its type on the market, but it does provide one of the best noises and performance gains. This is combined with a Tegiwa carbon fibre cold air intake system to ensure the K20 lump sucks in and blows out as much air as possible. Smaller details like Powerflex polybushed engine mounts and J's Racing magnetic sump and gearbox plugs prove that UJ knows what he's doing. A set of 6TWO1's own brand of coilovers support each corner, with Evo VIII Enkei wheels and premium tyres keeping everything rolling superbly. We could go on all day about this fantastic Civic; but for more info you'll have to catch up with UJ at one of this year's many shows and ask him for a tour!



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SHOW PREVIEW: JAPFEST

It's the event that over 18,000 Japanese car fans attended in 2014 (including none other than the *Top Gear* team), and continues to be one of the most successful Japanese car shows in the world after many years. It needs little introduction: Japfest is back at Castle Combe circuit on 16 May for more oriental-themed thrills and spills.

Back for 2015 is the hugely popular Drift Kings competition: an invitational drift event where some of Europe's top drifters compete for the winner-takes-all prize of £1000. Needless to say, this should make for some rather adrenaline-filled viewing!

Also confirmed already is the show 'n' shine event, along with the ever-popular offering of public track time. So popular, in fact, that all of the available track-time slots have already sold out!

Don't worry if you've missed out on getting your car on to the circuit, though, as the club displays and retail village in the paddock area always prove to be some of the most thrilling parts of the day, where many a new car build has been unveiled in past years.

The deadline for your club stand entry is Friday 10 April, so do check out the website before this date if you're thinking about setting up a stand. Standard entry tickets are available before the show for £18 each (£25 on the door). *Banzai* will of course be there in force; so do come and say hi when you find our stand. We'll see you there!

CONTACT: www.japfest.co.uk







ADVENTURE TIME

If you're planning a European driving holiday this year, you will probably have noticed the endless supply of companies out there claiming to offer you the most unbelievable drive around the Continent with their rally packages. So what makes the Rico Rally road trips so special?

Well, first of all, the organisers tell us they've spent months planning each event to ensure that each participant has the best time possible. You can expect six-eight hours of exhilarating driving per day, with regular food, drink and impromptu photoshoot stops. These rallies are meant to be holidays, after all, not endurance events! We have also been told that a large number of Japanese cars have already signed up for this year's events, so they're sure to be a whole lot of fun…

Rico Rally is hosting two highly anticipated European events in 2015, which we've summarised below for you:







Alpine Adventure (21-26 June)

Driving roads include: Mont Ventoux (used by Sebastian Loeb for Pikes Peak testing), Lake Geneva, Lake Constance and the Porsche/Mercedes museums in Stuttgart.

Included in the price: Launch event in Kent, return ferry crossings, five nights in quality hotels, colour booklet with daily route info and more.

PRICE: Approx £980 per person

Petrolhead's Playground (13-19 September)

Driving roads include: Col de Turini, Col Agnel, Col du Granier, Lake Geneva, French Riviera and St Tropez.

Included in the price: Launch event in Kent, return ferry crossings, six nights in quality hotels, colour booklet with daily route info and more.

PRICE: Approx £1480 per person

CONTACT: www.ricorally.co.uk





THE PERFECT DESTINATION

Calling all 'Ringers: the 2015 Destination Nürburgring dates have now been released! Destination Nürburgring offers drivers the chance to experience the thrills of the Green Hell circuit without the distractions of regular 'Touristenfahrten' arrive-and-drive days, with a pre-booked, open pit lane-style setup. This means no coaches, motorbikes or Transit van drivers to avoid!

What's more, the first two events of the year will run the full VLN-setup: meaning that as well being able to drive on the fabled Nordschleife circuit, drivers will also get the chance to get their car out on to the super-smooth GP track on their way around the course. Prices start from £1000 per event but trust us, it's well worth it.

DATES:
DN11: 1-2 April
DN12: 22-23 July
DN13: 30 September-1 October
CONTACT: www.destination-nurburgring.com





WINDSOR HONDA SPARES

Awais Cassim has been in touch to tell us about his Romford-based Honda club and garage Windsor Honda Spares.

What started as a small group of enthusiasts modifying their cars from their driveways has grown into a small business and large club, now dealing with all types of Honda mechanical work from changing parts to full-on engine conversions.

If you want to get involved, make sure you check out the club's thriving Facebook page for the latest news…

CONTACT: www.facebook.com/windsorhondaspares





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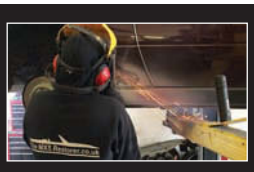


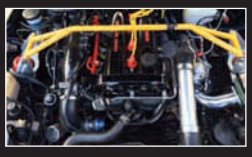



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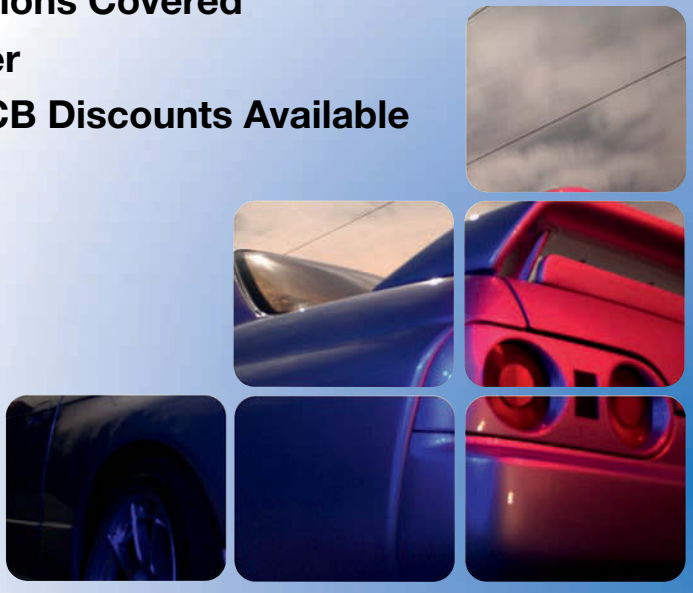
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